

AIRFIX magazine

December 1973

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monthly 18p



in this issue

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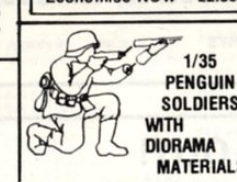
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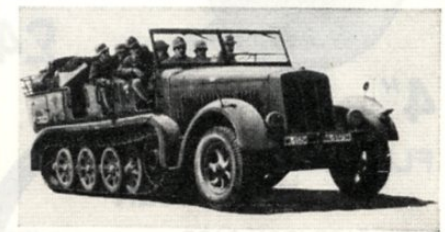
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CB10 Guards Regmt. (bearskin) Private marching
CB11 Guards Regmt. (bearskin) Private advancing (musket raised)
CB12 Guards Regmt. advancing (musket lowered)

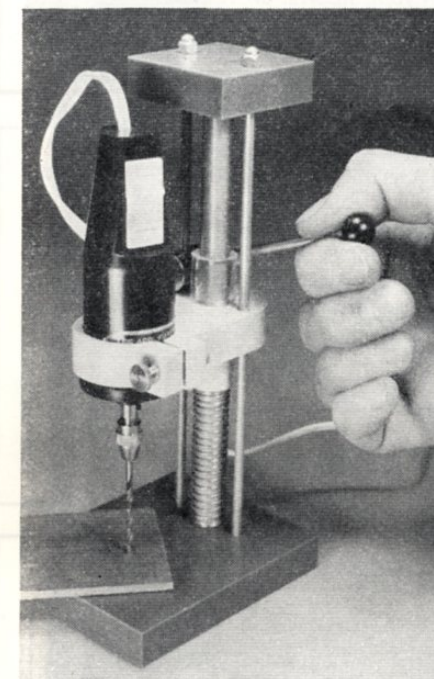
Russian Infantry

CR1 Officer advancing
CR2 Private marching
CR3 Private advancing
CR4 Private firing

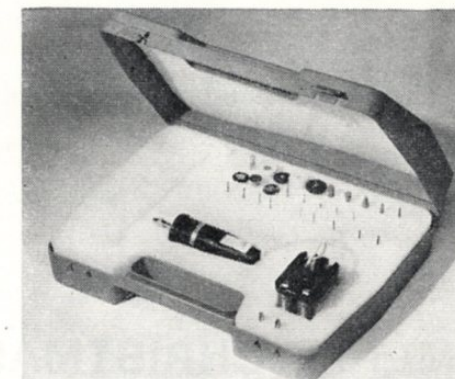
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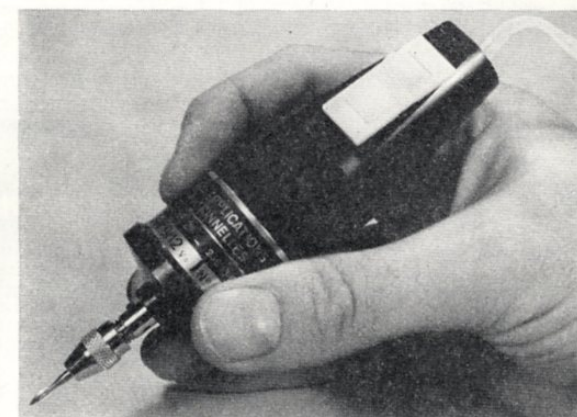
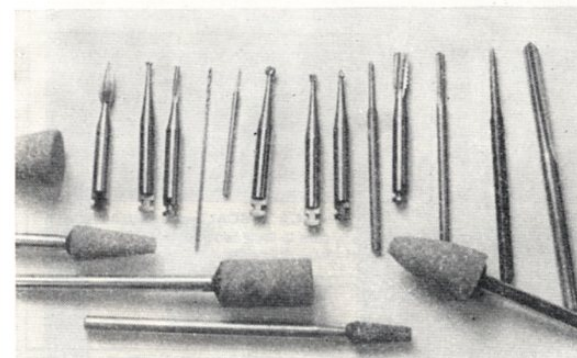
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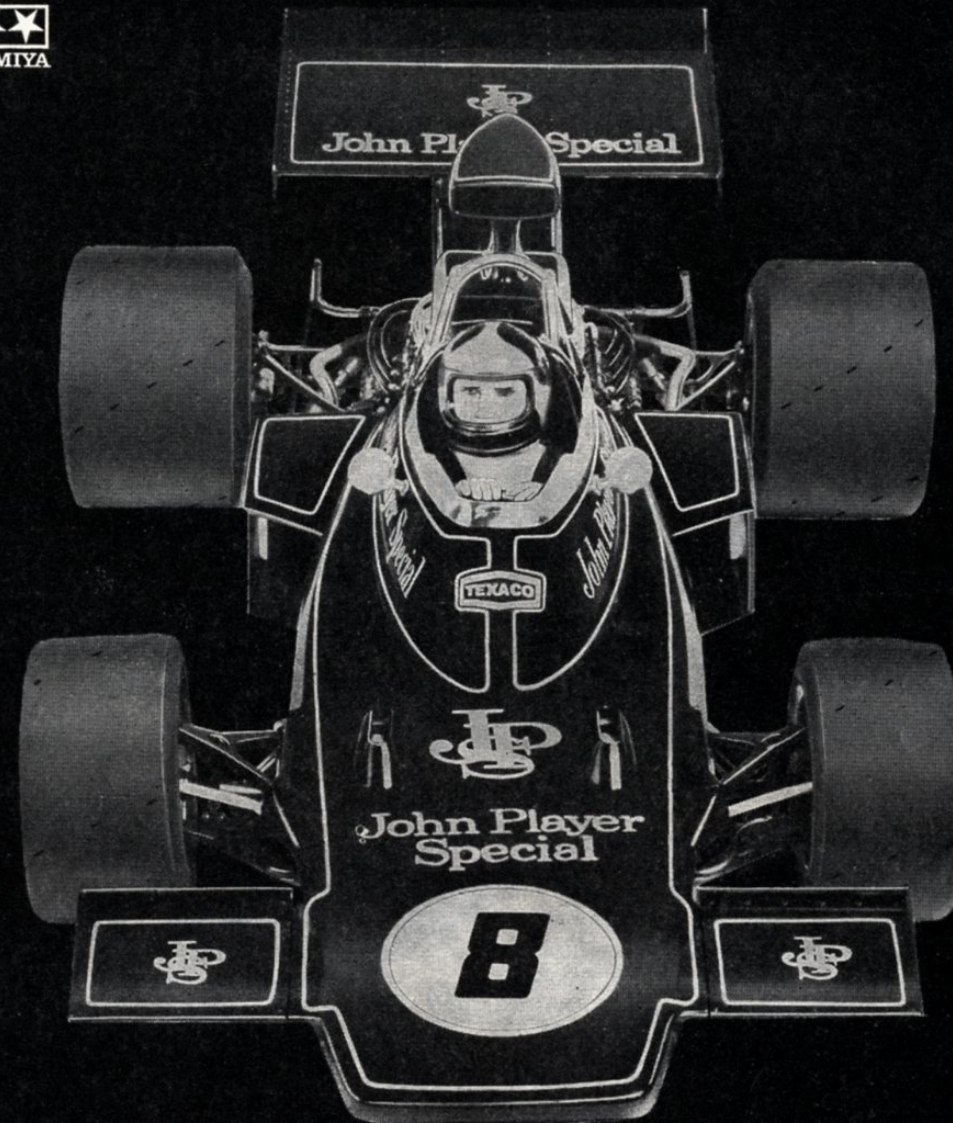
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AIRFIX magazine

December 1973
Volume 15 Number 4

Cover Picture

Anyone seeking a different and colourful paint scheme for their Airfix 1:72 scale Cessna Bird Dog model could look a lot further and not find anything as attractive as this Royal Canadian Air Cadets version. Wing upper surfaces are yellow, with the serial CF-TGH repeated on the upper starboard wing. Cabin interior is believed to be black, with brown upholstery. This machine is used as a glider tug, and the cable gear can be seen under the tail. (Photo via Ian McConnell, taken at Mountain View, Ontario, on June 23).

Happy Christmas!

The Editor and all at Patrick Stephens Ltd and Airfix Products Ltd would like to take this opportunity of wishing all our readers a very happy Christmas. See you in the New Year.

Next publication date
December 28 1973



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December 1973

FOR PLASTIC MODELLERS

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in the air



Battle of Britain Day at Abingdon

ON SATURDAY September 15 1973, six Royal Air Force Stations were open to the public to commemorate the 33rd Anniversary of the Battle of Britain. It was on this day in 1940 that 80 enemy aircraft were shot down over this country and the turning point of the campaign was reached.

One of the airfields which was 'At Home' to the public was RAF Abingdon, near Oxford, part of 46 Group, the transport element of Strike Command. Most of the current operational equipment was shown either in the static park or the four-hour flying display, the notable absentee being, yet again, an RAF Buccaneer. Since entering service some four years ago, Farnborough apart, your correspondents have

seen a genuine Air Force Buccaneer at only two shows.

As befits a Transport base, all the 'Workhorse Heavies' of 46 Group were seen both on the ground and in the air — Belfast C.1, Andover C.1, Britannia C.2, Hercules C.1 and VC10 C.1. The Comet C.4s of 216 Squadron being mainly reserved for long range VIP flights.

Other interesting exhibits included a Canberra E.15, Electronic Counter Measures Trainer, from 98 Squadron based at Cottesmore, a Hunter T.7 from No 4 Flying Training School at Valley, sporting a new red and white colour scheme and a Lightning F.6 of No 5 Squadron.



Wasp XT434 '463' from 829 Squadron, Portland, attached to HMS Cleopatra, here seen with AS12 missiles. These missiles, painted light blue, were removed for the flying display.

Foreign participation was strictly limited in keeping with the policy of it being a RAF day. On the ground was a USAF C-130 Hercules of the 36th TAS currently at Mildenhall, and in the flying display four Canadian CF-104G Starfighters together with American Phantoms and F-111.

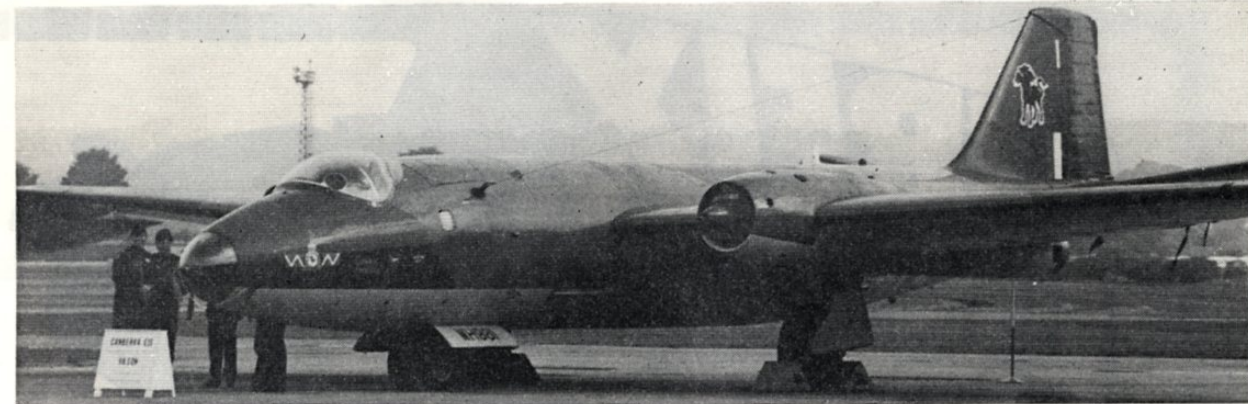
Highlight of the show was a demonstration by 38 Group of how it would respond in a limited war situation. First there was a 'Softening Up' strike by four Phantom FGR Mk 2s, then five Puma HC1s discharged troops to secure a landing strip. Once this was achieved Andover C.1s and Hercules HC1s were able to ferry in heavier equipment. For the final assault on the 'enemy' stronghold two Harrier GR1s were used to break the defences. Whilst the exercise was very exciting from the crowd's point of view, with plenty of smoke and noise, it is worth considering whether in a real life situation the RAF, with its numerically run down forces, could respond strongly enough.

In view of the present state of bombings it was quite natural that all the aircraft were roped off from the public, but did it have to be done in such a way as to make it quite impossible to photograph the majority of them? The hallmark of Battle of Britain displays, in the past, have been the timing and control of the flying programme. Whilst the individual performances were superb, the actual regulation of events was very poor. On several occasions aircraft had to divert at the last moment because of clashes with other displays. One hopes that next year the RAF's Battle of Britain flying demonstration will again obtain the very high standard of precision which we have learned to expect.

ROYAL AIR FORCE Abingdon was opened as an airfield in 1932 and from then until the outbreak of the Second World War in September 1939 was the home of bomber squadrons. Among aircraft operated were Hinds and Battles.

During the early war years, No 10 Operational Training Unit (Heavy Bomber), formed by the merger of 97 and 166 squadrons, was based at Abingdon and flew Whitley and Anson aircraft.

Top left Belfast C.1 XR365 'Hector'. These heavy-lift transports are scheduled to remain in service until well into the '80s. Centre the Heavy Mob. Left to right, Belfast, Hercules, Andover, Britannia and VC10. Bottom a Hercules disgorges its cargo — a Scorpion light tank.



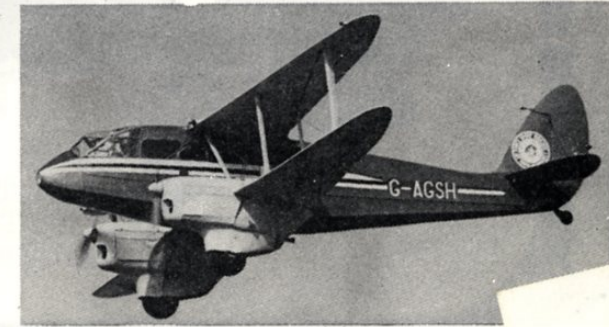
In 1946 the OTU disbanded and the station came under the control of the then Transport Command, and in the early 'fifties was the home base of the Overseas Ferry Unit, whose task, as the name implies, was to ferry aircraft out to foreign based service units.

Transport Command was renamed Air Support Command in 1967 and in September 1972 it was merged into Strike Command. At the same time the former No 46 Group was reformed within Strike Command and RAF Abingdon is now a station within that Group.

Transport aircraft based at the airfield have included the Dakota, York, Valetta, Hastings, Andover and Beverley, this last type, more than any other, being very closely associated with the Station. There was at least one Beverley Squadron at Abingdon (47 or 53) between March 1965 and September 1967.

Although no longer a base for Transport squadrons the airfield is still active, the main flying being carried out by Hercules aircraft in support of No 1 Parachute Training School and the Joint Air Transport Establishment (JATE). The station facilities are also used for major servicing of Belfasts.

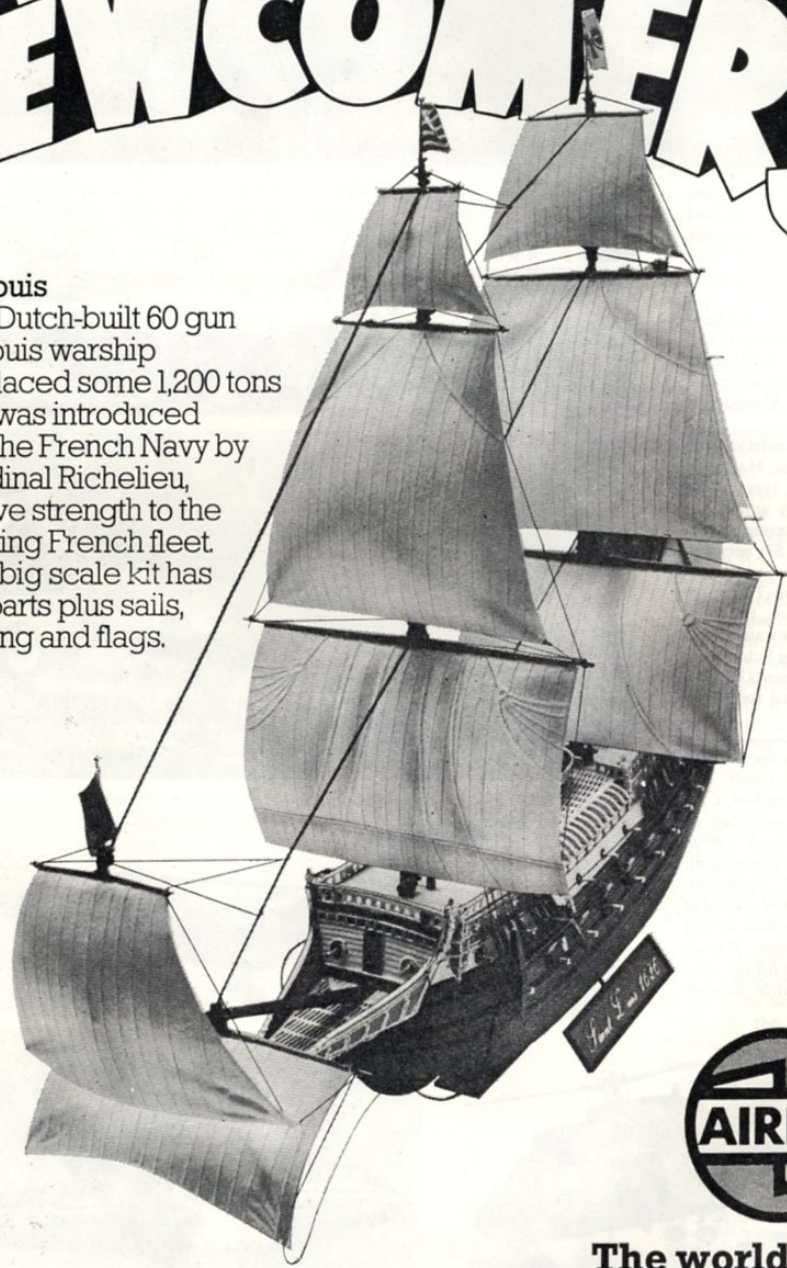
Top of page static star was this Canberra E.15 WH981 'T' from 98 Squadron, Cottesmore. The badge on the fin is the squadron emblem. Cerberus, the three-headed canine guardian of Hades. Right, top to bottom Hunter T.7 from Valley bedecked in red and white training trim; Lightning F.6 XR751 'R' of 5 Squadron; Britannia C.1 XL639 of 511 Squadron, based at Brize Norton; and latest in the Still Going Strong series is this para-drop Rapide G-AGSH. Below 38 Group Pumas lift off after unloading troops during the battle demonstration.



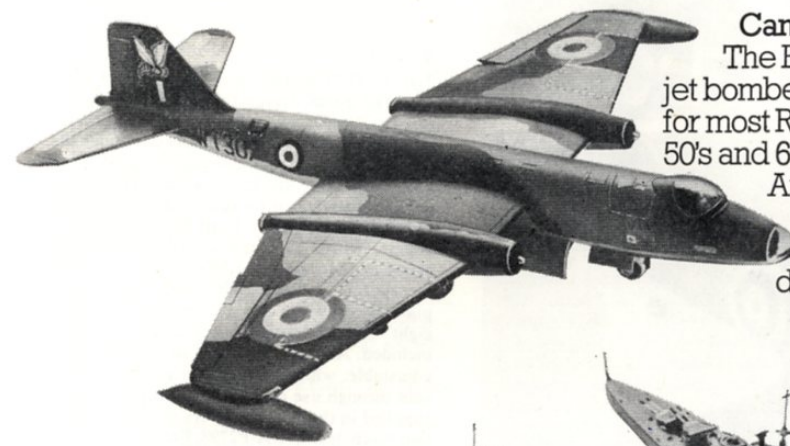
AIRFIX NEWCOMERS

St. Louis

The Dutch-built 60 gun St. Louis warship displaced some 1,200 tons and was introduced into the French Navy by Cardinal Richelieu, to give strength to the existing French fleet. This big scale kit has 189 parts plus sails, rigging and flags.



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Canberra

The BAC Canberra B(1)6 medium jet bomber was standard equipment for most RAF squadrons during the 50's and 60's. Either the RAF B(1)6 or Australian B20 version can be modelled and parts include armament and drop tanks. 1/72nd scale.



Two New Waterline Models

67 parts make up the highly detailed waterline model of HMS Hood, the largest British battlecruiser of the Second World War until she was sunk by the Bismarck.

The Bismarck, one of the German fleet's most powerful and heavily armed battleships was sunk in perhaps the most famous naval encounter of the War. The kit has 49 high definition parts.

These two clip-together kits are in 1/1200th scale.

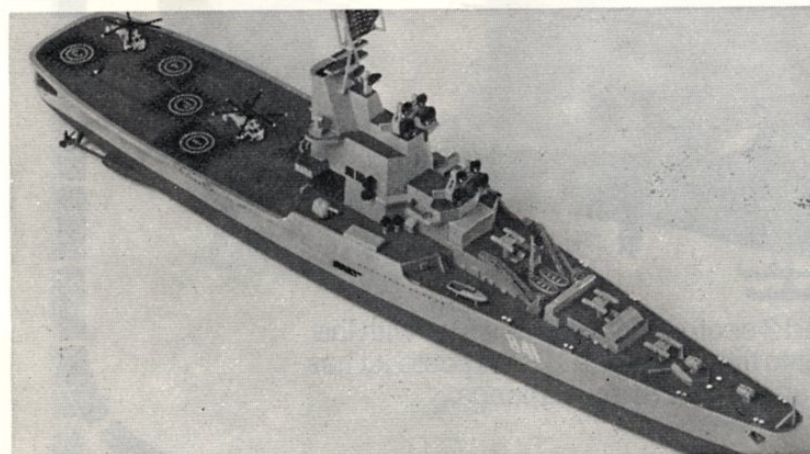


SA 341 Gazelle

The SA 341 Gazelle is a streamlined 2-seater military helicopter with the unusual feature of a tail rotor built into the tail fin. The 1/72nd scale kit has more than 40 parts and includes transfers for Army markings.



news from AIRFIX



1 1:24 scale Hurricane

2 Polish Lancer

3 1:600 scale Moskva

1

THE LATEST RELEASE in Airfix's 1:24 scale 'superkit' range depicts the Hawker Hurricane Mk I as it appeared during the Battle of Britain. Containing 261 parts, the model continues the tradition of detail and authenticity established in the first three kits in this series. The engine cowling panels can be removed to reveal the detailed replica of a Rolls-Royce Merlin 3 engine, which gave the aircraft a maximum speed of 324 mph at 15,500 feet. The cockpit incorporates considerable detail, including a pilot figure, while the full wing armament of eight .303 Browning machine-guns is also included. Ailerons, elevators and rudder are all adjustable, while the propeller can be made to spin through use of the Airfix Propmotor (not supplied in the kit). Transfers are supplied for two machines, LK:A-P2798, flown by Flt Lt I. R. Gleed of 87 Sqn, and VY:Q-P3854, flown of course by Sqn Ldr Peter Townsend. The 16-page instruction leaflet includes full-colour illustrations of both aircraft. Price of the kit is £2.65.

2

ALONGSIDE THE Old Guard Grenadier (released last month), Airfix's Polish Guard Lancer will undoubtedly be one of their most popular models, since for the first time it brings a true 54 mm scale model of this famous soldier within the price range of any modeller. The 39-part kit, moulded in white polystyrene, accurately depicts all the character of these crack cavalymen, from chapka to lance tip (incidentally, readers wishing to add further lancers to those already covered in Sid Horton's articles will find this figure ideal). Price of this kit is 24p. In connection with the kit, Airfix have also announced that, as the series increases, they will be offering scale horses in alternative positions so that mounted figures will become interchangeable, offering great scope for conversion enthusiasts and diorama builders.

3

THE NEW AIRFIX kit of the Soviet helicopter carrier *Moskva* is manufactured in light grey polystyrene, and contains 141 finely detailed parts. The finished model fairly bristles with missiles, rocket mortars, 57 mm guns and torpedo tubes, accurately capturing the character of this remarkable ship. The *Moskva* has a full displacement of 18,000 tons, a length of 645 feet, and is powered by twin-shaft geared turbines giving a maximum speed of approximately 30 knots. She carries 20 'Hormone' helicopters, two of which are reproduced in the kit. A display stand is included for the 13-inch long model, together with transfers for the hull sides and flight deck. As with most ship models, there are a large number of very small parts, and the use of a sharp knife to separate these from the sprue, together with tweezers for positioning them, is recommended. Price is 65p.

AIRFIX magazine

Join the club!

EARLIER THIS MONTH Airfix launched a brand-new venture — their own modelling club. The idea of the club is to promote interest and skill in modelling generally, with particular emphasis, of course, on Airfix kits.

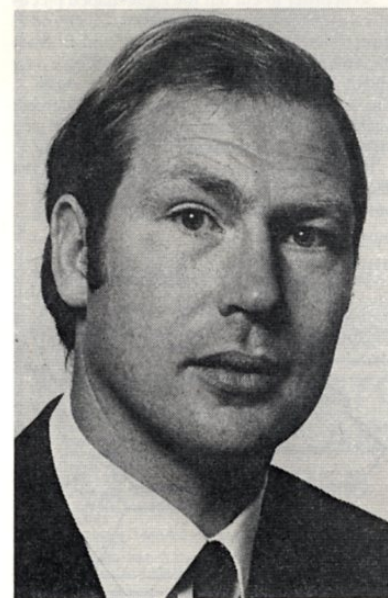
The club has been launched through the two IPC boys' comics, *Valiant* and *Lion*, which reach a readership of 360,000 youngsters each week. Each issue will contain a full-colour Airfix page, containing a membership application form together with articles on various topics to do with modelling, ranging from practical modelling hints and tips to histories of particular aircraft, ships etc. For members, there is also a weekly competition in which the prizes are Airfix kits.

Membership costs 25p, in return for which (as well as eligibility in the competitions), members receive a metal badge, a membership card, a certificate, a letter of welcome, a satchel sticker and a list of Airfix kits.

Television comedian Dick Emery has agreed to be the club's President.

From 360,000 readers Airfix hope to enrol some 50,000 members during the coming year, all of who are potential IPMS competition entrants in due course, and it is hoped that the club will play a substantial part in advancing the plastic modelling hobby in Britain.

Airfix appoint Deputy Managing Director



MR ALAN E. MUNN has been appointed Deputy Managing Director of Airfix Products Limited. He joined the company last year as Executive Assistant to the Managing Director, Mr John Gray, following a series of consulting assignments with the company. A former Research and Experimental engineer with Saunders Roe, Mr Munn has also worked as a Management Consultant. Aged 34, he is married with two children.

December 1973

Roy and Anthony Dilley

model soldiers



1884-5 Gordon Relief Expedition camel rider

THERE SEEMS TO have occurred in recent months amongst collectors a resurgence of interest in the various small 'Colonial' wars fought by the British Army in the latter half of the 19th Century, and more models relating to this period are appearing at meetings and competitions.

Manufacturers too are beginning to add figures from this era to their ranges, and there is certainly considerable scope for interesting and colourful items, since the dress worn by the Army on active service was passing through a period of change from the traditional brightly coloured uniforms of earlier times towards the strictly utilitarian drab hues which were in force by the outbreak of the South African War in 1899.

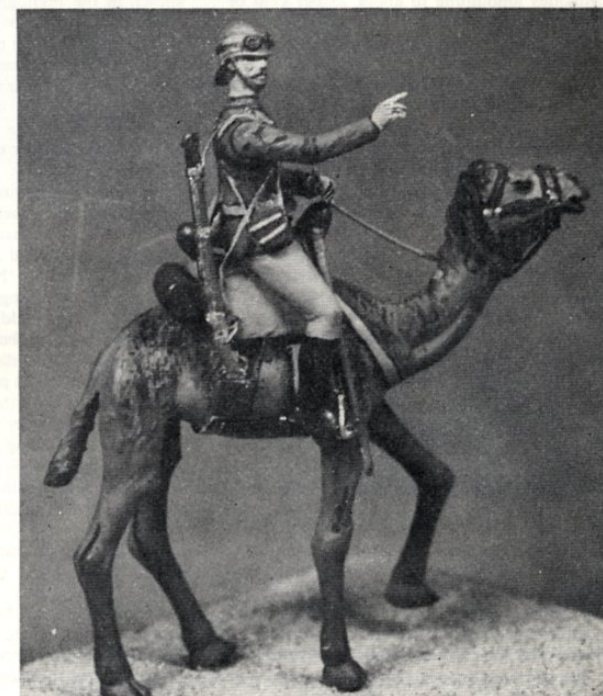
Among the more unusual rig-outs was that worn by the personnel of the Camel Regiments that served in the 1884-5 Gordon Relief Expedition to Egypt and the Sudan. This consisted of a cork helmet with a thin muslin scarf or 'pugaree' wound round it, both items being stained a pale buff; a service frock or 'jumper', light bluish-grey in colour; yellowish brown Bedford cord breeches, with buff leather 'strapping'; dark-blue cloth puttees, canvas gaiters, or, for officers, brown knee-boots, the

men wearing brown natural leather ankle-boots.

The uniform is described in detail by Count Gleichen, who served with a detachment of the Grenadier Guards in the Guards Camel Regiment, in his book *With the Camel Corps up the Nile*, published a year or so after the campaign. He also relates how the men embellished the right upper sleeves of their grey frocks with unit identifications, cut from red cloth, in the form of letters and numerals, eg 2LG for 2nd Life-Guards, 1GG for 1st Bn Grenadier Guards, and so on.

Equipment was a mixture of cavalry and infantry types, consisting of a leather bandolier worn over the left shoulder and round the body, a single ammunition pouch on the right side of the waist belt, a haversack, and the wooden 'Oliver' pattern water-bottle, both having shoulder slings. Officers wore the by that time standard brown leather 'Sam Browne' belt with shoulder braces, pistol holster, ammunition pouch, and sword-frog. Contemporary illustrations show some officers carrying their swords, whilst others appear to have left them behind so these items may be fitted to models or not as desired. The men carried the Martini-Henry rifle, with the long curved sword bayonet.

General view of the completed figure. Note especially the positioning of the saddle on the camel's back, and riding position of the trooper. The Namaqua-type rifle bucket is also clearly visible. Camels are traditionally bad-tempered beasts, and a slightly irritable appearance should be aimed for when painting the head, as here.





View from the other side of the figure. Note saddle pack, sword, bandolier, valise and positioning of the rein. The base, a small block of wood with felt or baize on the bottom to protect furniture, can be covered with real sand or plaster painted to represent sand or shale.

The Camel Regiments acquitted themselves well in the Gordon Relief Expedition, and although, tragically, they arrived in the area of Khartoum too late to rescue Gordon, they engaged huge numbers of the Dervishes, in two major battles and several smaller fights, and withdrew only after the cause was seen to be completely hopeless, and after sustaining casualties amounting to about 25 per cent of their strength.

Some while ago in this series (July 1970) I dealt with the modelling of an officer of the Heavy Camel Regiment, and this month's article is concerned with a replica of one of the troopers, as put together by my son Anthony. The pieces and spare parts involved in this conversion are as follows: one Historex 'plain' body (or other suitable hard plastic item); one pair Historex or Airfix rider's legs; Almark marching Japanese Infantryman; one pair hard plastic arms, Historex, Airfix, Almark, or similar; one Historex or Airfix saddle and set of stirrups; one Rose Model metal head wearing old pattern Wolsley helmet; one Timpo Camel (from their 'Arab' series), and various scraps from the spares-box.

Begin the conversion by trimming all mould and flash marks from the camel, using a very sharp blade and avoiding any scraping action since the model is made of polythene, and will tend to fluff up if not treated with clean smooth cuts. Also at this stage neatly carve away all traces of reins around the animal's face and neck, leaving only the nose band. When this is completed, turn your attention to the saddle, assembling it, and cutting off the existing pommel and cantle (the projections to the front and rear of the actual seat), and replacing them with lengths of plastic rod glued into holes drilled for the purpose, just as was detailed for the officer in the previous article. Epoxy the saddle in position, then fill any gaps between it and the

camel's hump with plastic or epoxy putty.

The rider's legs can now be constructed by shaping the thighs to represent breeches, building up a little flare with body putty if necessary, then replacing the legs below the knees with puttied sections cut off from the Almark figure. Alternatively, the existing trousered calves can be carved down to shape and the puttied sections engraved carefully or filed in with a small warding file.

Cement the body to the legs and allow to dry thoroughly before building up the tunic skirts with plastic putty or with a strip of tissue paper covered with liquid plastic, obtained by dissolving pieces of sprue in liquid adhesive such as Mek-Pak, Plas-Weld, etc. Now drill out the neck of the body and epoxy in the spigot of the metal head, carving the neck area to represent a high closed collar. The arms can then be fitted in whatever position is desired, but remembering that the camel rein would usually be held in the left hand.

Make up the bandolier with tiny lengths of plastic rod. Mopok is ideal, overlaid with plastic strip, a glance at the photographs will show what is required.

A pouch, from the scrap-box, or built up with laminations of plastic strip, is then fitted to the right front of the belt, and scrap haversack and water-bottle are also cemented on with slings of packaging ribbon. Spurs, Mopok again, or finely stretched sprue, are fixed into holes drilled at the figure's boot heels, and sun-goggles are epoxied to the front of the helmet. Short lengths of thin plastic strip are cut and fitted as shoulder straps, over the bandolier and haversack and water-bottle slings.

Now attach a rolled valise immediately behind the camel saddle, and another flat pack to its left-hand side to the rear. The girth and saddle retaining straps are made from packaging ribbon and are fitted with epoxy adhesive as shown in the photographs. Add stirrups and ribbon 'leathers' to the rider's legs, then cement him firmly in place in the saddle, or, if preferred, put him on one side to be painted before attachment to the camel.

The rein is made from twisted fine gauge fuse wire, epoxied into a hole under the camel's nose strap, the other end to be looped back to the rider's hand.

Make up a Martini-Henry rifle, or use a ready made cast metal item (these can be obtained from several manufacturers, Rose Models, Greenwood and Ball, Hinton Hunt, etc), and fit it into a 'Namaqua' type rifle bucket, attached on slings to the right hand (off-side) rear of the saddle. The rifle rested butt downward into this 'bucket', which was a plain, flat, almost rectangular shape.

All the component parts are now painted and fitted together, with the ribbon sling of the rifle passing over the rider's right shoulder, and the end of the rein being held in his left hand. A length of plastic rod is fitted with a ribbon loop, and suspended from the front horn of the saddle to complete this interesting and unusual conversion.

Provided the instructions are followed carefully with frequent reference to the photographs, any reader with some conversion experience should be able to obtain good results without undue difficulty, and add a unique item to his collection to represent the gallant troops of the Gordon Relief Expedition's Desert Column. □

first principles

Bruce Quarrie

NEWCOMERS to converting and scratch-building often find great difficulty in working from scale drawings, and end up with models which bear little resemblance to what they intended. The most common reason for this is a lack of understanding of perspective, and I hope the following notes will therefore prove useful.

Have a look at Fig 1. This shows the side plates of a vehicle, possibly a Hannomag, for example, which are angled out from top and bottom to a ridge in the centre.

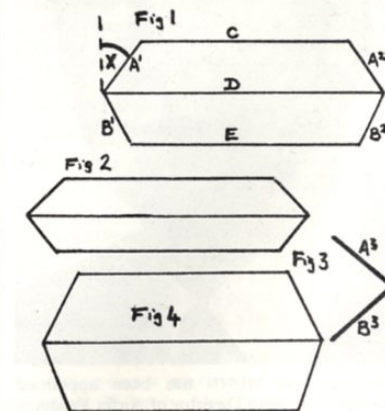
The beginner, taking measurements from this, would cut out plastic card sections from this view, cement them together at the correct angle, and end up with a hull side which would look rather like Fig 2.

The reason for this is that, although the dimensions C, D and E are correct, the lengths of the sides A¹, A², B¹ and B² are not, because they are shown in perspective.

To get the correct lengths of A and B the modeller must refer to a front or rear view of the model which would show the side angles as in Fig 3. The lengths of the sides A and B (shown as A³ and B³ on Fig 3) are correct.

So in order to cut out the right shaped pieces of card one must use dimensions C, D and E from the side view (Fig 1) and A³ and B³ from the end-on view (Fig 3), which will give you plastic card templates something like those in Fig 4. When cemented together at the correct angle, as shown in Fig 3, these will give a side view on the finished model identical to Fig 1.

If your cutting out has been accurate, the angles at the ends of the sidepieces (eg angle X on Fig 1) will automatically be correct also.



The next problem is cutting out curved parts, such as mudguards or tank turret sides. The best way I have found to do this is to lay a piece of string over the drawing, following the curve, and marking or cutting it at each end of the curve. When straightened out, the actual length of plastic needed to make the curve can easily be measured from the string. □

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Curtiss P40 variants

Simple modifications to existing 1:72 scale kits by Charles King



Above left P40N-5CU (42-105112), 45 FS, 15 Fighter Squadron, Ellice Islands POA, December 1943. Note extended tail and revised canopy. Above P40N-5CU (42-105006), 85 FS, 80 Fighter Group, Assam, India, May 1944. Left P40F-1CU, 319 FS, 325 Fighter Group, 12 AF, Tunisia, 1943. Note modified upper cowl and standard tail.

DURING ITS LONG operational life with various Allied air forces, the Curtiss P40 underwent many modifications. Production variants included the P40B through to the P40N. Several other experimental or test versions such as the P40Q were also produced but did not see active service.

Production of the P40, Tomahawk/Kittyhawk, began in 1940 and continued until 1944 with over 13,700 examples being produced, making the P40 one of the most widely produced and used Allied fighter aircraft.

The P40 served with air forces of France, Great Britain, the United States, the Soviet Union and the Commonwealth, seeing active service in every theatre of operation with one or more of these air forces, from Alaska to the Western Desert, widespread use in Italy and the Pacific, and a brief appearance in the European Theatre of operations.

Modelwise, the P40 is represented by two versions in 1:72 scale, Frog offer the P40B and Airfix, Frog, Heller and Revell, the P40E (Kittyhawk). Monogram produce a P40N but it is closer to 1:65 scale, but for those who are not absolute purists it may suffice in a 1:72 scale collection.

The idea of this article is to continue the theme established by Bryan Philpott in his Hurricane and Bf 109 articles (published last year), by producing variations involving very

few or only minor modifications to existing kits.

This article will not attempt to correct all detail errors on basic kits, but rather will show the basic work necessary to produce acceptable reproductions of the prototype aircraft, leaving the minor detailing and corrections to the desires and skills of the individual modeller. The versions covered are, the P40F, K, M, N and L series of the basic airframe.

Once the basic P40 was in production the only obvious external changes were to the models listed above. These consisted of a reduction in armament, lengthening of the

Fig 1 Remove 'squared' area and insert Fig 2 below

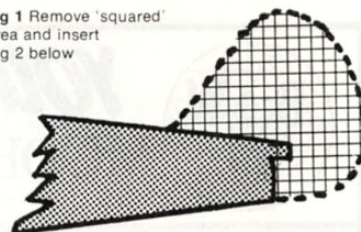
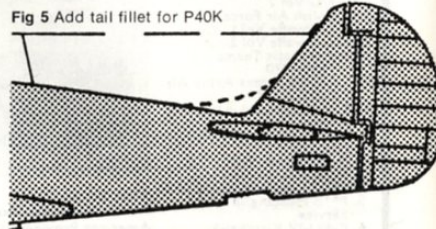


Fig 2 Insert for extended tail for P40N (20 thou)



Fig 5 Add tail fillet for P40K



fuselage, cutting down the cockpit fairing, eliminating the carburettor intake above the fuselage nose, and adding a fillet on the vertical stabilizer.

Good reference for these modifications can be found in William Green's *Warplanes of the Second World War Vol IV*, Aircam publications and various others including Profiles.

To help increase directional stability on the P40 variants the vertical stabilizer was moved aft 26 inches. This change was carried out on all P40 M, N, and L models as well as some P40F and Ks. To make a version with this tail, refer

P40N

Fig 4 Remove carburettor intake for P40F and L

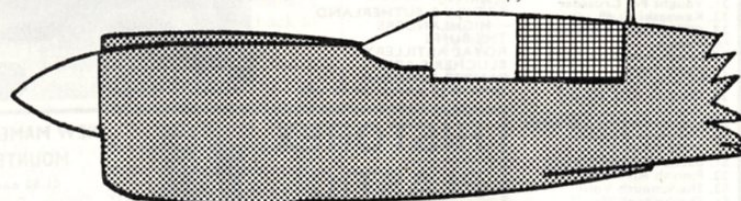
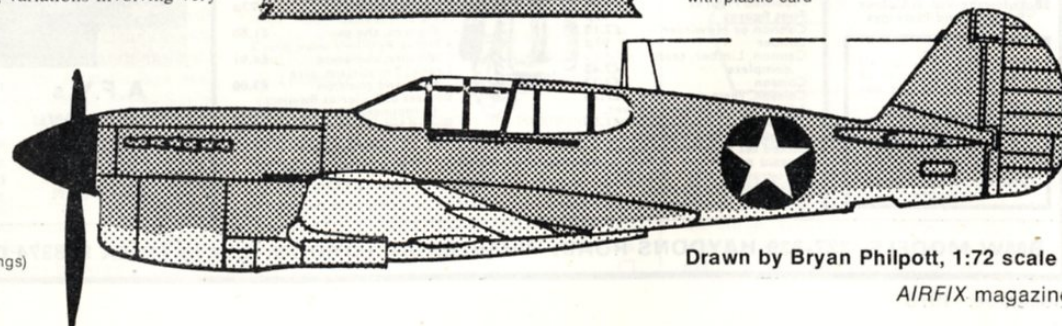


Fig 3 Remove 'squared' area for new canopy



Fig 3a Revised cockpit for P40N. Build up decking inside cockpit with plastic card



Drawn by Bryan Philpott, 1:72 scale

AIRFIX magazine

Right P40F in Olive Drab and Light Grey (no particular unit). P40L was same outline but was stripped and had reduced armament (4 x 0.5 in guns in wings)

to Fig 1 and remove the shaded portion, make the additional length from three pieces of laminated 20 thou plastic card using the 'key' method as shown in Fig 2 to add strength to the joint. After the required cockpit detail has been added, join the two fuselage halves and add the extension. Let this dry thoroughly then fair into the fuselage line with 10 thou plastic card and body putty.

Add the tail unit, originally cut from the kit, lining it up with the bottom line of the extension, use body putty to fair this into the rest of the fuselage ensuring that the stabilizer and rudder is vertical to the fuselage when viewed from the front.

To convert the model into a late P40N model, (early models such as the P40N-1 to P40 N-4 CU had the standard hood) remove the fuselage top decking as shown in Fig 3, adding a plastic card bulkhead to fill the empty gap and build this up as shown in the drawing. It may be possible to form a mould for the new canopy by using the existing kit canopy assembled to the removed portion of the fuselage top decking, but the alternative is to either make a new mould from balsa, or use a Monogram canopy cut to fit. The model in the photograph used this latter method.

The P40F began life as a Kittyhawk with a Packard-Merlin rather than the Allison engine. In this version the rather prominent carburettor intake used with the Allison was removed from the top of the fuselage and placed in the radiator scoop. This is a simple conversion and entails the removal of the intake fairing as shown in Fig 4. The P40F was produced in both long and short tailed versions and was used primarily by the USAAF.

The P40L was a long tailed version of the P40F with a Merlin engine, reduced armour, and only had four 0.5 inch wing machine-guns.

Despite introduction of the Merlin-powered P40F, parallel production of Allison-engined versions continued as the P40K (Kittyhawk 111). As the P40K had a more powerful engine than the P40E a small dorsal fin was added to help overcome stability problems. This was not entirely successful and in later production batches, the lengthened tail was introduced on both the P40K and P40F variants as mentioned earlier.

Fig 5 shows the dorsal fin as used on the Kittyhawk 111 which served primarily with the RCAF and USAAF.

To complete the rundown on the production of the Kittyhawk series, the P40M was simply an Allison-powered version of the P40L and was used by the Royal and Commonwealth air forces.

To summarise, the P40F/L have the upper cowl intake removed, and in some cases a lengthened tail. The P40K had a small dorsal fin which was subsequently replaced by the lengthened tail, and the P40M/N versions all had the lengthened tail with the N also having the cut down rear canopy decking.

The modeller should now have enough basic knowledge to produce some of the operational versions of the Curtiss P40 Kittyhawks 1 to IV. Colour schemes are legion and these have not been dealt with since there are many sources of reference such as the Aircam and Profile series, *Fighter Squadrons of the RAF*, *Fighters over the Desert* and *Aces High*, just to mention some of the more readily available ones.



buildings for wargames

American Civil War buildings by Terence Wise

WE HAVE ALREADY made a few buildings for this period (conversions of the Service Station and Booking Hall kits, described in the January and April issues of this year) but as the American Civil War is a popular war with wargamers I am concluding this series with a few ideas for simple, scratch-built buildings suitable for both the eastern states and the 'West'.

An ordinary two-storey farmhouse, such as might be found anywhere in the eastern states during the mid-19th Century, is shown in the accompanying photographs. Plank embossed card is used for all the walls, backed with 30 thou plain card for rigidity in the usual way, and tile embossed card for the roof.

Assembly. The end walls are 45 mm wide by 55 mm high, with a further 25 mm to the apex for the roof. One wall is blank, the other has three windows: two at the top, 12 mm square, each starting 5 mm in from the edge and beginning 37 mm up from the bottom edge, and one at the bottom, also 12 mm square, which is aligned under one of the upstairs windows and starts 15 mm up from the bottom edge. All are fitted with glazing bars of microstrip.

The rear wall is 120 mm long by 55 mm high. 12 mm square windows are cut at the same heights as for the end wall, but as this represents the north wall there should not be too many windows. I have only four on my model, two at each side, one up and one down, and a small, 5 mm square window upstairs in the centre to light the staircase.

The front wall, 120x55 mm, has a verandah and so the 12 x 25 mm doorway cut in the

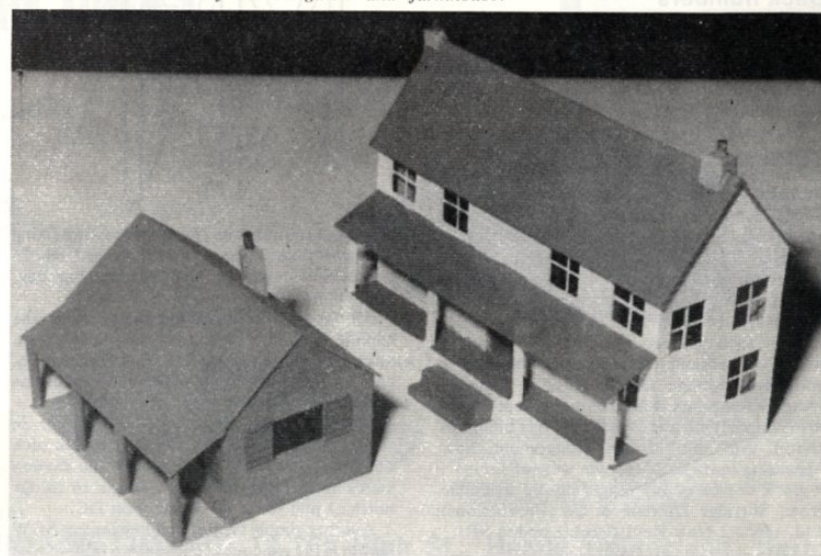
centre starts 8 mm up from the bottom edge. There are four windows upstairs and another four downstairs, all 12 mm square and glazed with microstrip. The outer windows begin 5 mm in from the edges, the inner ones being separated from the outer by a 12 mm gap. The ground floor windows begin 20 mm up from the bottom edge, the upper floor ones 40 mm up, so that their tops come to eaves level.

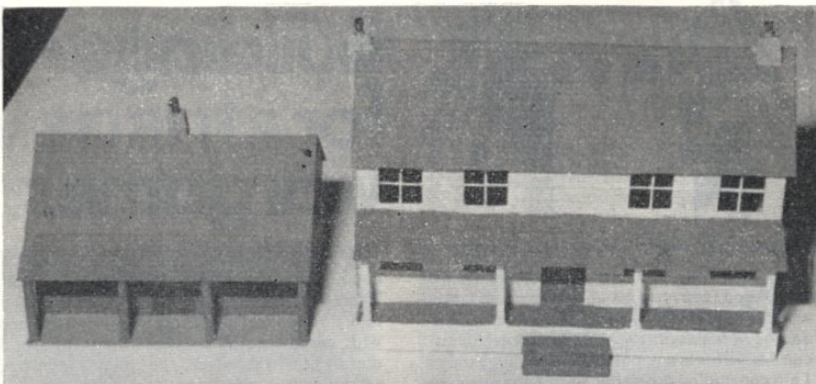
Add a plank door and assemble the four walls. Add the roof, in two halves, each 124 x 36 mm. A 6 mm ridge of folded cardboard caps the join. If an upstairs floor is fitted for the use of figures during a game, leave the roof detachable. A chimney stack is added on the roof at the end with the windows, but at the blank end an external stack is cemented up the wall and a small cut-out is needed in the vee of the roof here. The stack is made of balsa, scored to look like stone or covered with stone card, and is 14 mm wide for the bottom 40 mm, narrowing to 5 mm for the top part, the wider part having sloped shoulders where it narrows. Pots of Plastruct piping were added to the stacks but these could be omitted as they were not always used on buildings of this period.

A verandah of balsa is added to the front wall, 118 mm long by 8 mm high. This is covered with plank card round the edges and balsa steps are cemented in front of the door. The verandah roof is 120 x 17 mm and is supported by four 25 mm lengths of match, the roof being cemented just below the upstairs windows.

Painting is very simple: matt white for all

The author's models of the bungalow and farmhouse.





Another view of the two model buildings.

timber except the door, which can be any colour; Humbrol matt 26 for the steps and verandah floor; Humbrol matt 31 for the roofing. The chimney stacks are light grey, with HP2 red-brown for the pots.

In fact buildings of this type appeared in states as far apart as Virginia and Arkansas during the Civil War period and this sort of building may be regarded as the basic design for homes in 'civilised' areas, either with or without a verandah, and with or without various lean-tos.

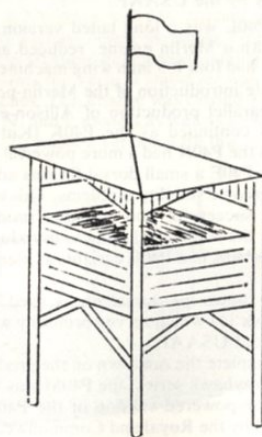
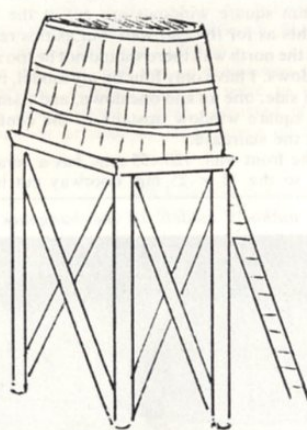
In the south a very simple type of bungalow was used for housing slaves, and views of these buildings appear in many prints of the war. They are little more than a rectangular box, but do provide quick, convenient buildings for wargaming with the right characteristics for the period. Planked card is used for the walls, tiled card for the roof. The roof need not be made detachable, since the building has only one storey.

Assembly. The two end walls are 45 mm wide by 30 mm high, with a further 20 mm to the apex for the roof. Both have a window beginning 15 mm up and measuring 15 mm long by 10 mm high. Shutters were used instead of glass for these

buildings and therefore the cut-outs for the windows may be halved and cemented each side of the openings.

The rear wall is a blank, 80 x 30 mm. The front wall, also 80 x 30 mm, has a 12 x 25 mm doorway at the centre, with a 15 x 10 mm window centrally on each side, also shuttered. The roof is in the usual two parts, each 84 x 32 mm, capped with a ridge of card. A chimney stack of balsa is added to the rear half of the roof in a central position.

There is no verandah as such for these buildings but a 'lean-to' roof usually provides shade over the door and windows. This is simply an 80 x 17 mm strip of card cemented under the eaves at the front and supported by four 23 mm



lengths of round sprue. To provide a firm fixing for these 'poles' a piece of 20 thou card, 80 / 25 mm, was cemented to the front of the building, with 10 mm under the foot of the walls.

All 'wooden' parts are painted matt 26, the roofing matt 31, and shutters and door green, although any colour could be used. The piece of card at the front is painted the same colour as the wargames board.

Buildings very similar to this appear in scenes of the battle of Fredericksburg, so such buildings could be used in any of the eastern states from Alabama and Georgia to as far north as just south of Washington DC.

Another simple type of building for the ACW period is the log cabin. These were built of tree

trunks resting one on top of another, the chinks between being filled with mud, clay, moss — anything which would keep out the elements. Such buildings can be most realistically modelled from lengths of round sprue, or from pieces of corrugated card, such as that found in biscuit packets, backed by cardboard.

The cabins were usually one room affairs, with a rough plank door and an occasional small, shuttered window. An external chimney stack of stone was built on one end wall. The roof was usually timber and brushwood with a layer of turf or trodden earth, and in Texas at least many were built into the side of slopes so that all except the front of the building were of earth, and thus more secure against Indian attacks, especially fire arrows. Sprue supports and a card roof can be covered with scenic materials to represent such roofs. Crude log cabins of these types were common in the less densely populated areas of the 'West' but they were also quite prevalent in the isolated areas of the eastern states during the 1860s.

In areas with larger populations a saw mill was usually set up to cope with the increase in demand for building materials — which meant timber at this time in America — and this made squared logs and smooth planks readily available. The most common type of building in these areas was therefore the frame or clapboard house, as described in the first half of the article. Other types of buildings constructed in this way are familiar to all from countless Westerns and an evening's viewing of TV should provide ample ideas for simple, quickly built livery stables, saloons, lodging houses, banks, general stores, etc.

The two line drawings are included to give a little variety to the scene and to provide 'buildings' in which riflemen or artillery observers may lurk. The water tower was supported by round poles and was built in the Mississippi Department by the CSA. The watch tower is also Confederate; at Anderson, Tennessee. The rear supports have been omitted from both drawings for the sake of clarity.

In concluding this series I would like to say thank you to all those readers who have stayed the course, and express the hope that your battles now look a little more life-like, for I personally find that a few buildings, characteristic of the age and area, greatly enhance a wargames board. □

AIRFIX magazine



Latest in Tamiya's Military Miniatures, the 1/35th scale **RUSSIAN FIELD CAR GAZ 67B**, with crew of three and machine gun. Fully detailed including clear parts and accurate decals. As perfect as you expect from Tamiya. 95p.

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RICHARD KOHNSTAM LIMITED, 13-15a High St., Hemel Hempstead, Herts.

December 1973

Bristol Bulldog TM twin-seat trainer

Modelled in 1:72 scale from the Airfix kit by **Gerald Scarborough**

THE DELIGHTFUL AIRFIX kit of the Bristol Bulldog has few conversion possibilities but I hope that this one will prove simple enough even for an inexperienced modeller to tackle. It is in fact a two-seat trainer version and is drawn in the colours of RAF College, Cranwell.

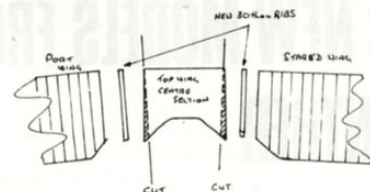
You will see from the drawings that the trainer has a swept-back wing to compensate for the extra weight of the back seat 'driver' and a larger fin and rudder in the interests of directional stability. The addition of a second cockpit aperture and deletion of the military equipment is about all that has to be done to model this little charmer, but I will describe this step by step for the benefit of the inexperienced.

Fuselage

Refer to the drawings for the position and shape of the rear cockpit and carve this out from each of the side pieces, finishing off with short strokes of a round file while the two halves are held together. Fill in the machine gun troughs and unwanted location holes with body putty and, when dry, smooth to shape. Add the additional metal panelling round the rear cockpit from thin tissue paper. Fill also the rear fin locating slot with scrap plastic after the two sides are cemented together. If you have a spare seat, cement in place in the back cockpit — if not, just a pilot figure will do.

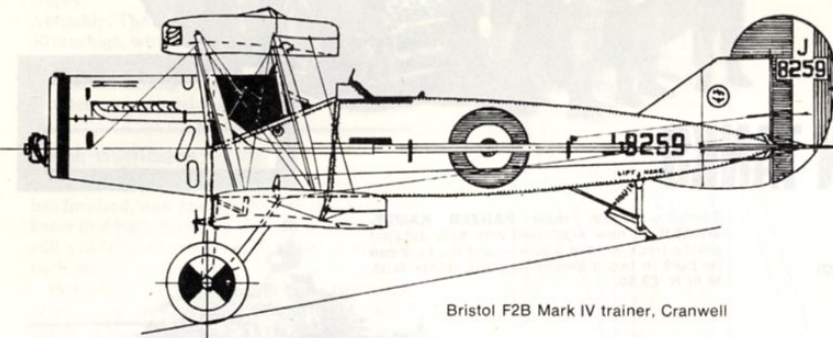
Upper wings

Cement together as the kit instructions, applying cement only to the 'tongue' portion of the centre section, then cut off the outer wing panels with a razor saw down the join line. Reference to the drawings will now show that we have to modify the kit centre section to allow for the sweepback of the outer wing panels. Again razor saw away as the sketch and cement a 'rib' from 30 thou plastic card to each end to bring it back to the correct span.



Sketch showing modification required to Bulldog upper wing.

Assemble the three sections back together and set up with correct dihedral and allow to dry before filling any cracks and unwanted location holes with filler. Finally, smooth joins and fillings with fine wet-and-dry paper.



Bristol F2B Mark IV trainer, Cranwell

Lower wings

Again cut away the outer sections at the root and insert a wedge shape to give the desired sweepback (here I used the wedges cut from the upper wing section), re-cement together, set at the correct dihedral angle and fill and finish as usual when dry. Don't forget to fill the unwanted bomb location holes, etc., as these parts will not be required and can be consigned to the 'bits box'.

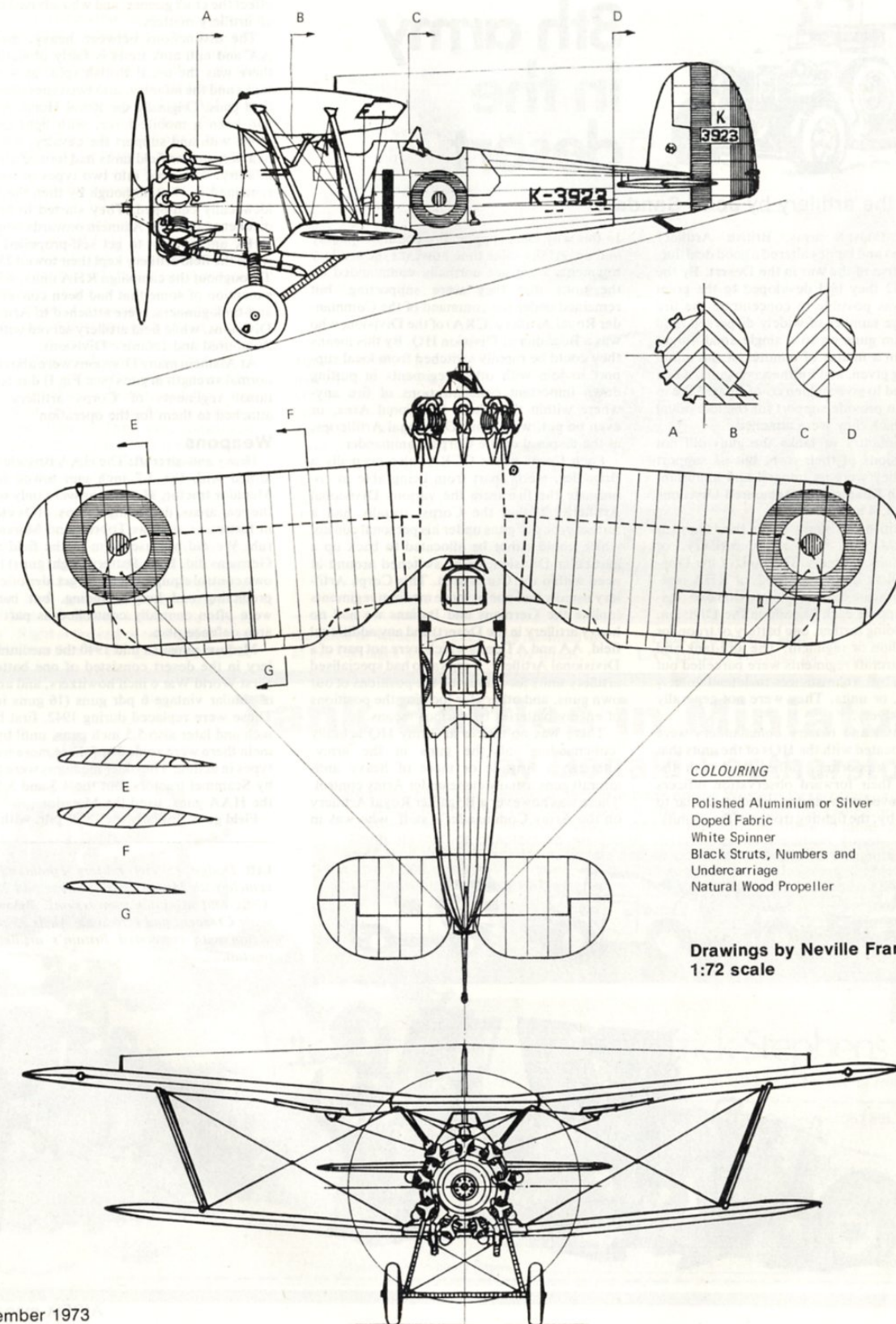
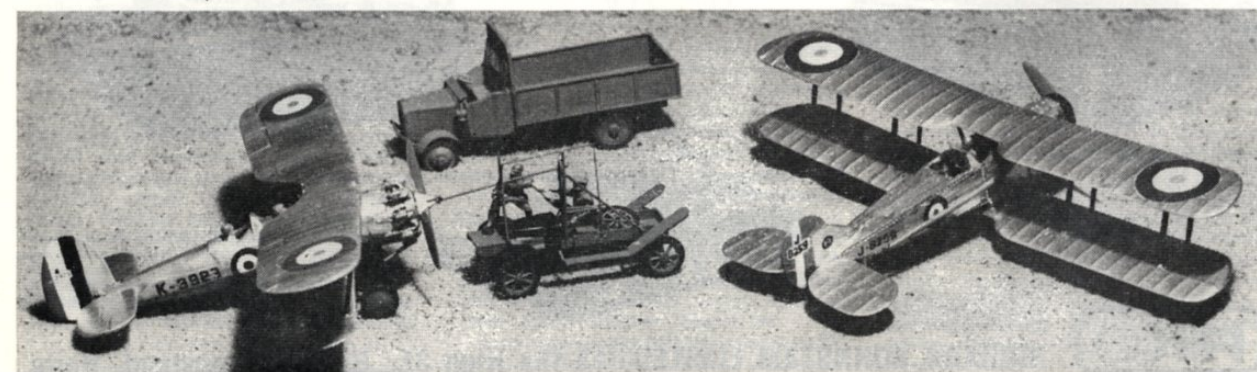
Final assembly is pretty well as the kit instructions, all struts will fit so there is no problem there, and a new fin and rudder is cut from 30 thou plastic sheet, shaped and scored as necessary.

Finish is in natural metal and silver dope; if you feel the need you can add rigging from stretched sprue. Here I expect to be shot down but I do consider this a waste of time for an aircraft this size in this scale. While it is possible to stretch it fine enough — ie cobweb gauge — it just hasn't sufficient strength to stand any handling. If you get it too thick it looks even worse; so — if in doubt, don't!

The drawing is by courtesy of Neville Franklin, 127 Hawton Road, Newark, editor of *Control Column*, the aircraft preservationists' monthly, in which it first appeared in June 1970. This, incidentally, is an extremely useful magazine for all interested in aircraft and a subscription will not only help towards restoration and preservation of fast disappearing rare aircraft, but will bring you a useful monthly magazine full of photographs and information.

A second very simple conversion which readers may like to tackle is that of the Airfix 'Brisfit' to a trainer as on the strength of RAF College, Cranwell. The photograph of Neville Franklin's model used in conjunction with the scale drawing should be sufficient for any modeller to tackle this quickie. A new fin and rudder from plastic card, modification to the rear cockpit aperture, and the long exhaust pipes and that's it; all the guns, etc., can be consigned to the 'bits box'. Colour is an overall silver dope with black radiator surround and front of decking as shown on the drawing. Wheel colours are believed to be black and white with struts and propeller brown/wood finish. □

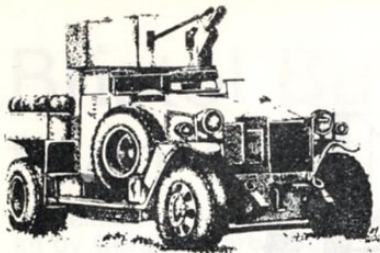
Below Bulldog trainer, Leyland truck (modelled in *Airfix Magazine*, June 1971), Ford T Hucks Starter (modelled here in February 1973) and the simple Bristol Fighter conversion.



COLOURING

Polished Aluminium or Silver
Doped Fabric
White Spinner
Black Struts, Numbers and Undercarriage
Natural Wood Propeller

Drawings by Neville Franklin
1:72 scale



8th army in the desert

Part 6: the artillery by John Sandars

AS WITH OTHER arms, British Artillery organisation and tactics altered a good deal during the course of the war in the Desert. By the end of 1942 they had developed to the point where it was possible to concentrate the fire from a large number of widely dispersed field and medium guns on to a single small target area, within a matter of minutes of the initial order being given, and for the same guns, when not required to give sudden co-ordinated fire in this way, to provide support for the individual units to which they were attached.

Unlike infantry or tanks the guns did not form Divisions of their own, but as support weapons they were an integral and important part of both Infantry and Armoured Divisions (see Parts 3, 4 and 5).

These British Divisions, unlike their German counterparts, had no medium artillery, or heavy anti-aircraft guns. The bulk of the Divisional Artillery units were field, or RHA regiments, on a scale designed to provide one regiment to support each brigade in the Division, and by dividing further, one battery or troop for each battalion or regiment. The anti-tank and light anti-aircraft regiments were parcelled out as required by circumstances to defend vulnerable areas, or units. They were not generally used offensively.

Regimental and battery commanders were normally located with the HQs of the units that they were supporting, rather than with the guns, and their forward observation officers (FOOs) moved with, and in vehicles similar to those used by, the fighting troops of those units.

In this way local support fire could be quickly laid on. At the same time however the artillery regiments were not normally commanded by the units that they were supporting, but remained under the command of the Commander Royal Artillery (CRA) of the Division, who was a Brigadier at Division HQ. By this means they could be rapidly switched from local support to join with other regiments in putting down important concentrations of fire anywhere within the whole Divisional Area, or even be put, with other Divisional Artilleries, at the disposal of the Corps Commander.

Each Corps had a CCRA, also normally a Brigadier, who, apart from being able to co-ordinate the fire from the various Divisional Artilleries within the Corps, usually had a further group of guns under his personal control which could either be allocated to back up a particular Division, or be switched around at need within the Corps area. This Corps Artillery usually had one or more medium regiments (unlike the Germans and Italians we had no heavy artillery in the Desert) and any additional field, AA and AT units which were not part of a Divisional Artillery. Corps also had specialised artillery units for surveying the positions of our own guns, and others for locating the positions of enemy batteries by various means.

There was no officer at Army HQ actually 'commanding' all the guns in the army, although a Brigade or more of heavy anti-aircraft guns usually came under Army control. There was however a Brigadier Royal Artillery on the Army Commander's staff, who was in

effect the chief gunner, and who advised him on all artillery matters.

The distinctions between heavy, medium, AA and anti-tank units is fairly obvious, but there was the usual British split, as with the tanks and the infantry, into two types of unit for field guns. Originally the Royal Horse Artillery had been a mobile force, with light guns to move with and support the cavalry, while the heavier, slower field units had looked after the infantry. This split into two types of unit still remained in 1940, although by then they were identically equipped. They started to become distinct again from Alamein onwards when the RHA units began to get self-propelled guns, while the field artillery kept their towed 25 pdrs. Throughout the campaign RHA units, with the exception of some that had been converted to anti-tank gunners, were attached to Armoured Divisions, while field artillery served with both Armoured and Infantry Divisions.

At Alamein many Divisions were above their normal strength in guns (see Fig 1) due to additional regiments of Corps artillery being attached to them for the operation.

Weapons

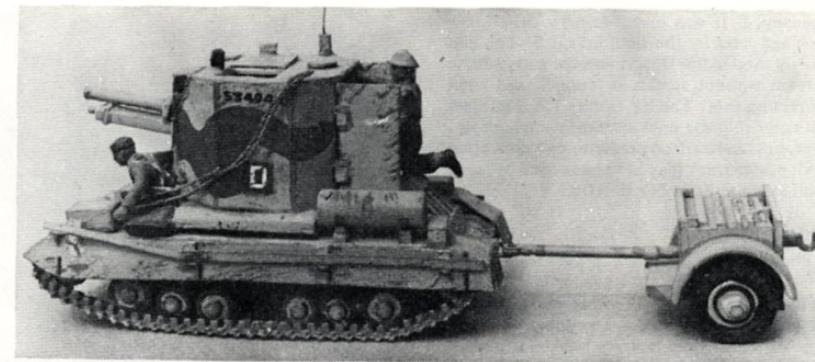
Heavy anti-aircraft: The HAA Brigades were armed with the 3.7 inch gun towed by the Matador tractor. HAA guns were only used in the rear areas, defending dumps, HQs etc, and in fortresses such as Tobruk and Mersa Matruh. We did not use them in the field as the Germans did. Each Battery (eight guns) had its own control equipment for target identification, predicting and height finding, but batteries were often centrally controlled as part of an area defence plan.

Medium guns: In mid 1940 the medium artillery in the desert consisted of one battery of First World War 6 inch howitzers, and another of similar vintage 6 pdr guns (16 guns in all). These were replaced during 1942, first by 4.5 inch and later also 5.5 inch guns, until by Alamein there were some 50 of these more modern types in action. The older mediums were towed by Scammell tractors, but the 4.5 and 5.5, like the HAA guns, used the Matador.

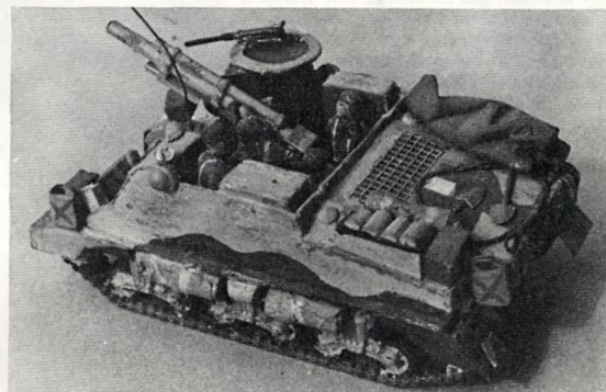
Field guns: Initially the 18/25 pdr, with a few

old 4.5 inch howitzers (not to be confused with the medium gun), were in use, but by early 1941 the 25 pdr proper had taken over and had become the mainstay of our artillery in the desert, due to the antiquity of the mediums, and the inadequacies of the current 2 pdr A/T gun. The 25 pdr was towed by a Morris, Chevrolet, or sometimes in the Indian divisions, a Karrier Quad tractor, with a limber. Shortly before Alamein a small number of 25 pdrs were mounted in armoured boxes in place of the turrets of Valentine Infantry tanks to form 'Bishops', our first attempt in the Second World War at an SP field gun. At about the same time a much better mobile field gun arrived in the form of the 'Priest'; an American Grant hull mounting a 105 mm gun.

Anti-tank guns: The campaign started with the little 37 mm Bofors gun on a 15 cwt portee truck as the main anti-tank weapon. After these had done sterling work against the Italians at Beda Fomm in late 1940 they were replaced by the 2 pdr, carried on a 30 cwt, or later 3 ton portee, similar to those used by the infantry A/T units (see Part 3). They were sometimes mixed in units with old First World War 18 pdrs in an effort to produce more effective A/T defence, and the Free French units still used the famous old 75 mm. In the middle of 1941 the 6 pdr began to arrive (this was an early mark with a thick stubby barrel, but otherwise similar to the later types modelled by Airfix and Tamiya). By Alamein all RA anti-tank units had been equipped with 6 pdrs on 3 ton portees. There was also one battery of 6 pdrs on armoured Matador chassis which were named 'Deacons'. Right at the end of the campaign, in Spring 1943, the first 17 pdr guns appeared at



Above 1:76 scale scratch-built Bishop SP gun with Airfix gun barrel, track, limber and figures. Right war-game 1:76 scale Priest 105 mm SPG built on Minitank Sherman chassis and using Minitank 105 mm barrel. Airfix figures.



the battle of Medenine. They were mounted on 25 pdr carriages and were towed by quads.

Light anti-aircraft guns: The Bofors 40 mm LAA gun lasted through the campaign virtually



Left Dodge 15 cwt battery command post vehicle with Morris Quad, limber and 25 pdr, Airfix and Minitank conversions. Below 1:32 scale Crescent and 1:76 scale Airfix 25 pdrs in action with converted Britain's artillerymen (metal).

Tank Battles in Miniature by Donald Featherstone

Wargamers have long needed a definitive book on the Western Desert Campaign, and this is it. Covering the 1940-42 period, the book describes the campaign and its battles, then gives numerous suggestions on reproducing these in table-top form. Contents include chapters on navigation, visibility, communication, supply, terrain, firing tank and anti-tank guns, tactics and air operations. Designed particularly with the new 1:300 scale AFVs in mind, the playing suggestions are also applicable to 1:76 scale and will enable any wargamer to recreate the campaign realistically. 156 pages, 8 1/2" x 5 1/2", 50 illusts, case bound.

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unchanged. It was towed first by the Morris 6x4 and later by the Bedford QLB. The gun mostly used in the Desert was the early simple version without shields or complicated sight correcting gear. The SP Bofors LAA gun did not come into use until after the campaign was over, but the Kerrison predictor on a converted 2 pdr portee truck may have been used by some semi-static units in North Africa.

Modelling

Photographs of gunners in the Desert seem to show a preference for cap comforters and leather jerkins, or khaki sweaters, worn with khaki drill or battledress depending upon the time of year. Steel helmets were not always worn in action, and the official 'soft' headgear for gunners was the khaki side hat, with the peaked hat for officers.

As far as I know no specifically gunner figures are made for this period, but there are several suitable for conversion, including: In 1:32 - 1:35 scale, Tamiya and Airfix British Army plastic figures, and Britain's pre-war type metal gunner figures. In 1:76 scale, Airfix gun model detachments, 8th Army, and Airforce sets.

Guns and tractors are rather better catered for however: 1:32 scale (approx), Crescent Toys - 25 pdr and limber, 5.5 inch gun. These are metal toys, but can be converted to good models. 1:35 scale, Tamiya - 6 pdr. In 1:76 scale, Airfix - 6 pdr, 25 pdr, limber and quad, 5.5 inch gun and Matador. Minitanks - Sherman (for conversion for Priest). 1:300, Kirk Min Figs - Scammell tractor; Heroics - 6 pdr and 25 pdr; and several other makes in this scale.

References

Gunners at War. Bidwell. Arms & Armour Press 1970; *RA Commemoration Book*. 1939-45. Bell & Sons 1950; *Zero Hours*. 'Gunbuster'. Hodder & Stoughton 1942; *Victory Salvo*. 'Gunbuster'. Hodder & Stoughton 1946; *The Guns, 1939-45*. Hogg. Purnell WWII series; *Barrage*. Hogg. Purnell WWII series; Bellona prints, Series 31. Bishop; *Airfix Magazine*. Feb 1970, Deacon; July 1973, 18/25 pdr; this issue, 17/25 pdr; *Military Modelling*. Aug 1971, Priest and Bedford QLB bofors tractor; *Observer's Fighting Vehicle Directory*.

Fig 1 — Artillery at Alamein (start of battle)

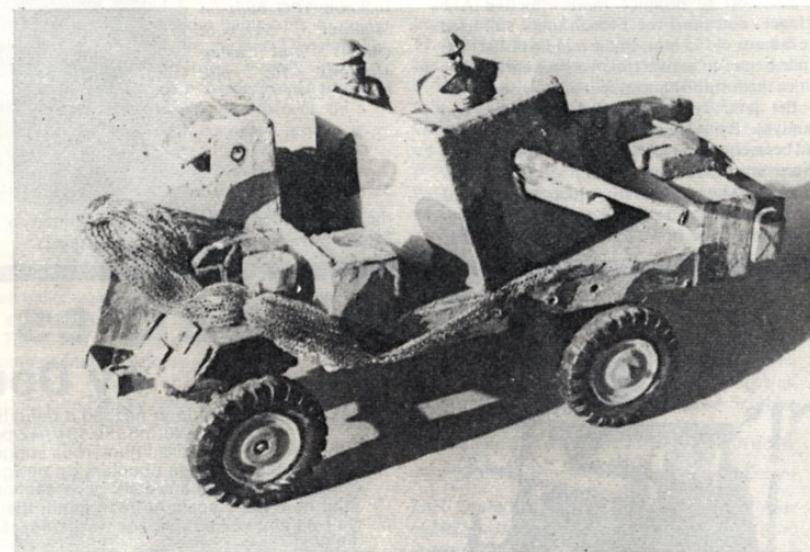
Army troops: 2 HAA Brigades.

X Corps: 1 Armoured Division. 3 RHA Regiments, 1 Field Regiment, 1 LAA Regiment and 1 A/T Regiment.
10 Armoured Division. 3 RHA Regiments, 1 Field Regiment, 1 LAA Regiment and 1 A/T Regiment.

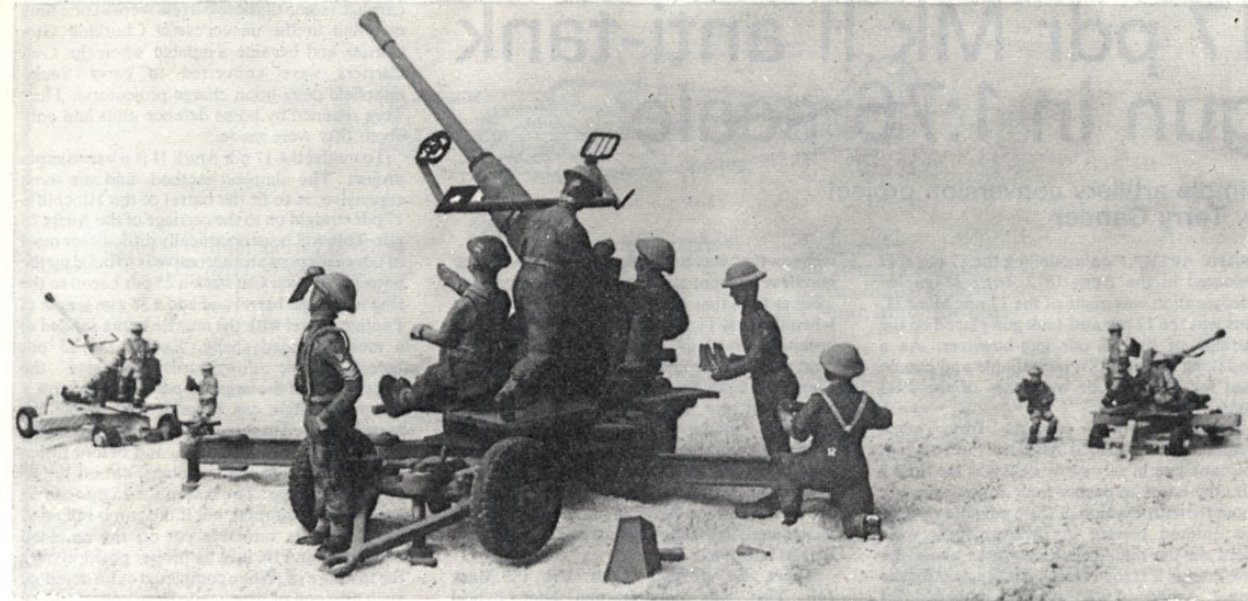
XIII Corps: 7 Armoured Division. 1 RHA, 2 Field, 1 LAA and 1 A/T Regiments.
44 Infantry Division. 4 Field Regiments, 1 LAA and 1 A/T Regiments.
50 Infantry Division, 1 Greek Field, 4 Field, 1 LAA and 1 A/T Regiments. 1 Survey Regiment.

XXX Corps: Corps troops: 3 Medium and 1 Field Regiments.
51 Infantry Division. 3 Field Regiments, 1 LAA and 1 A/T Regiments.
2 New Zealand Division. 3 Field Regiments, 1 LAA and 1 A/T Regiments.
9 Australian Division. 3 Field Regiments, 1 LAA and 1 A/T Regiments.
4 Indian Division. 3 Field Regiments, 1 LAA and 1 A/T Regiments.
1 South African Division. 3 Field Regiments, 1 LAA and 1 A/T Regiments.

In addition there is believed to have been small quantities of artillery with 'Hammerforce' attached to X Corps, and with the two Free French Brigade groups, and Flying column attached to 7th Armoured Division.

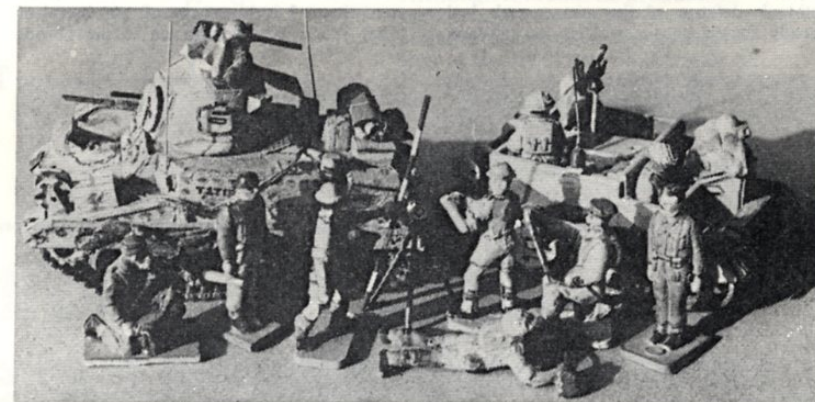


Top medium artillery 5.5 inch guns preparing to fire. 1:32 scale Crescent toy gun, slightly converted, with Britain's metal figures, and Airfix components in the background. **Centre** scratch-built 1:32 scale 6 pdr A/T gun. Note canvas cover to keep sand out of sliding parts of recoil mechanism. **Bottom** Deacon 6 pdr SP gun scratch-built in 1:76 scale with Airfix crew figures.



Vanderveen. Warne 1972; John Church prints, guns and tractors; *British Military Markings 1939-45*. Hodges. Almark; *Military Vehicle Markings Parts 1 & 2*. Wise. Bellona; *Battles for Wargamers. WWII. Western Desert*. Wise. Bellona; *Tank Battles in Miniature*. Featherstone. Patrick Stephens Ltd. □

Top of page Bofors light anti-aircraft guns in the open. The 1:32 scale model in the foreground is converted from a Britain's metal 2 pdr AA gun with Britain's metal figures, while those in the background are scratch-built using Airfix 1:76 scale 6 pdr wheels and barrels, and 8th Army figures. **Top right** 1:76 scale command post and OP figures with Stuart OP tank and OP universal carrier. Note survey section troops in centre with theodolite and measuring rod. All figures Airfix conversions. **Centre** 1:76 scale 6 pdr A/T guns, on and off the Chevrolet portee (scratch-built). Note the ammo boxes on the tray behind the cab, and portable shields on either side of the gun. **Bottom** 1:76 scale models of Bofors LAA gun and Bedford QLB tractor, both scratch-built but the cab from the Airfix refuelling set could be used if desired.



17 pdr Mk II anti-tank gun in 1:76 scale

Simple artillery conversion project
by **Terry Gander**

IN THE ARTICLE on modelling the 17 pdr that appeared in the April 1972 *Airfix Magazine* brief mention was made of the 17 pdr Mark II. This was the 17 pdr anti-tank gun placed on the carriage of the 25 pdr gun-howitzer. As a modelling project it is very simple and can be used for dioramas or wargames of the 1943 Tunisian campaign.

Despite pre-war protests from some members of the Royal Artillery the standard anti-tank gun in service in 1939 was the little 2 pdr. Increases in enemy tank armour brought about the introduction of the 6 pdr, but even as this entered service in 1942 whispers were heard on the intelligence networks about the new Panzer VI, the 'Tiger'. Fortunately for the Royal Artillery, who were responsible for anti-tank defence of the army, work had already started on a new 76.2 cm anti-tank

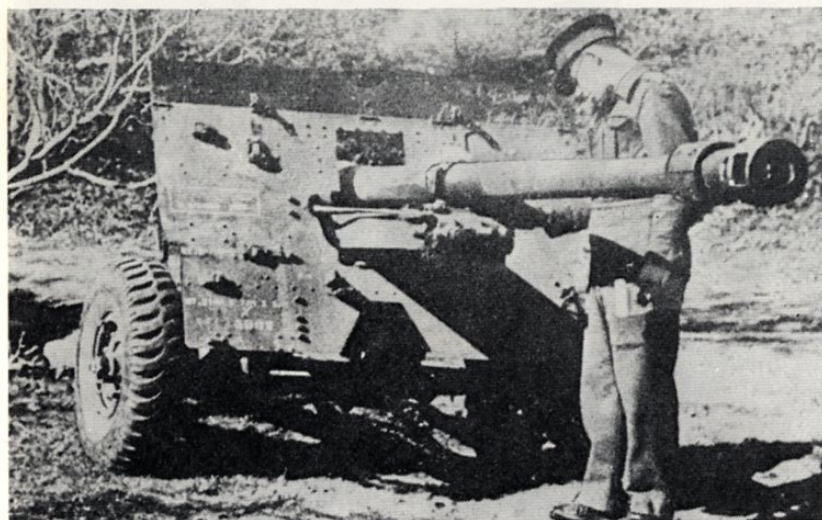
weapon that was to emerge as the 17 pdr. The gun development and manufacture progressed quicker than that of the split-trail carriage, but when the first Tigers with their 102 mm frontal armour arrived in Tunisia in late 1942, the Army had no gun in service capable of tackling them. The 6 pdr could knock out the Tiger from the side or rear, but it involved a lot of risky 'stalking', so the need for the new gun was urgent. The problem was tackled by flying out one hundred 17 pdr barrels that were hurriedly grafted on to 25 pdr carriages and pressed into service. Thus the Mark II, as the hybrid was designated, saw action before the Mark I. That was in late 1942.

There was a further 17 pdr mark, the Mark III. This was another and later hybrid mounting a 3 inch anti-aircraft gun barrel of First World War vintage on to the 17 pdr

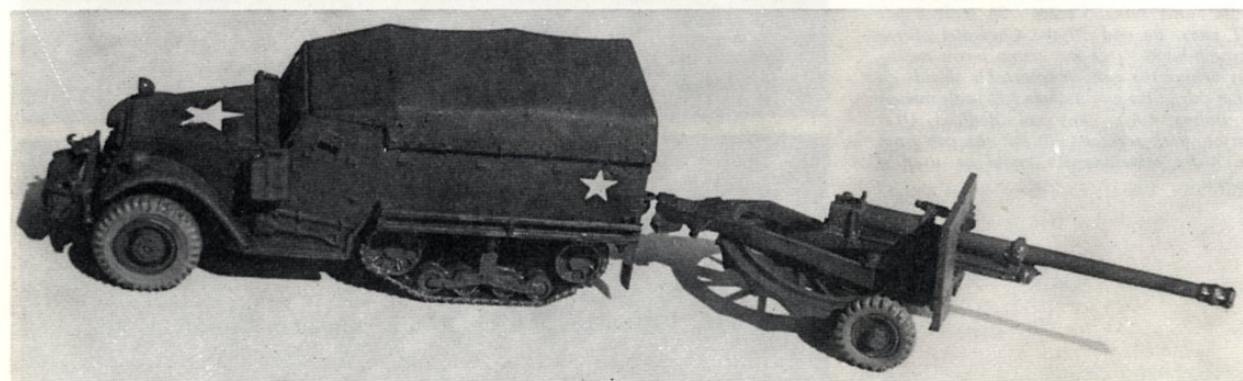
carriage (some of these barrels were at one time mounted in the unsuccessful Churchill Gun Carrier and became available when the Gun Carriers were converted to carry Snake minefield demolition charge projectors). They were retained by home defence units and only about fifty were made.

To model the 17 pdr Mark II is a very simple project. The simplest method, and the most expensive, is to fit the barrel of the Hinchliffe 17 pdr straight on to the carriage of the Airfix 25 pdr. This will be economically difficult for most of our readers so an alternative is to build up the barrel from bits. Cut back a 25 pdr barrel to the ring round the barrel and add a 38 mm length of Panther barrel with the muzzle brake sanded to a more rounded shape. Extend the 25 pdr breech block downwards to give the appearance of the larger 17 pdr block and an 8 x 3 mm rectangle can be added on top of the barrel and filed to round off the sides. Knock up a telescopic sight from bits, and before fitting the new barrel to the trunnions, cut off the 25 pdr sighting gear. The rest of the 25 pdr can be assembled as normal, but if the gun is intended for use on its turntable cut off the moulded handspike and fix it in its proper position over the towing eye. When completed extra detailing such as a coil of rope made from cotton can be fixed to the shield front and cleaning rods from Microrod or stretched sprue can be fixed to the right of the trail.

My model is painted drab olive green, but dark earth and black would also be correct. The towing vehicle is an M3 half-track with canvas tilt and minus the machine-gun mounting. Assembly time for the completed gun model from start to first coat of paint was 45 minutes — hardly a time-consuming conversion but the result is a pleasing little replica. □



Left 17 pdr Mk II in Tunisia, clearly showing the muzzle brake shape. Below the author's completed model shown being towed behind an Airfix M3 half-track.



Engine: Daimler Benz DB 601A
1,175HP at take off

**MESSERSCHMITT
109E**
1-72nd SCALE KIT

Armament:
2 x 20 mm Cannon
2 Fuselage mounted
7.9 mm Machine guns

Span: 32ft 4½ins
Length: 28ft 4½ins

Although told that no production order was forthcoming, Messerschmitt nevertheless began drawings of the BF 109 in the summer of 1934. The original prototype flew in September 1935 using a 640HP Rolls-Royce Kestrel Engine. The aircraft was the backbone of the German Fighter Force for the first 18 months of WWII.

New from **MATCHBOX®** Super-fine detailed aero models

This "MATCHBOX" kit contains a choice of two decals — Tropical Luftwaffe Fighter Group 1/JG27 which operated in North Africa, Derna, Libya in 1941; and the Rumanian Air Force which served on the Russian Front in 1943.

If you're looking for true authenticity in design detail here it is. This kit enjoys the very same attention to detail that has made "MATCHBOX" diecast model cars so famous. Each part is numbered for easy identification and particular care has been taken in moulding to ensure each part is a true replica. Two full colour camouflage plans are included as a guide to true

authenticity.

The Messerschmitt 109E is one of a whole range of finely detailed aero models from "MATCHBOX": Hawker Fury, Spitfire Mk. IX, Boeing P-12E, Zero, Alpha Jet, Lysander, Gladiator, Huey-Cobra, Strikemaster, Focke-Wulf 190A-3, Northrop F5-A, Hawker Hurricane, F4U-4 Corsair, H.S. Gnat.

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Resistance forces in miniature

Second World War guerillas, partisans and saboteurs by **Robert C. Gibson**

THE SECOND WORLD War, resulting as it did in the occupation of many of the participating countries, entirely or partially, brought into being military-style units of armed civilians. These forces, usually referred to as Resistance forces, were employed in observing and harassing the Germans and their allies throughout Europe, often at great cost to themselves, occasionally at great cost to the enemy.

Western Europe (France, Belgium, Netherlands)

The Resistance units in these countries were largely supplied and controlled from London by SOE (Special Operations Executive) and their own native Intelligence Services. Each village and town would have its own 'cell' varying in strength from ten to 50 according to population and recruitment. In some areas there were no Resistance forces because the Germans had removed all inhabitants to clear the area for military purposes. In addition to the 'official' units, other units like the Communist-inspired Franc-Tireurs operated on their own, unco-ordinated by any higher authority than their own reasons for fighting the Germans.

Southern Europe (Italy)

The Italian Resistance was late in making its appearance, but made up for lost time in being very active in the regions behind the enemy lines. They tended to live off a region rather than a specific village or town, often linked with Allied Special Forces operating behind the German lines. Arms were obtained from the Germans, Italian Army depots and the particular Allied nation they were in contact with, unlike the French, Belgian and Dutch units — whose principal supplier outside the Wehrmacht was Britain.

The Balkans (Greece, Albania, Yugoslavia)

In all these countries, the mountainous terrain which covered a large part of them provided cover for the large bands of partisans who fought a long and terrible battle with the German and Italian invaders from first to last. The Yugoslavs were highly organised towards the end, receiving support and supplies from both the Russians and the Anglo-American forces in the Mediterranean theatre, and had formed proper military formations on Russian lines.

Eastern Europe (Poland, Russia, Baltic States)

The Polish, like the Yugoslavs, grew to form a vast Underground Army which had its finest hour in the burning streets of Warsaw in 1944, battered into submission by the Germans while the Russian armies paused within easy march. The Russians themselves were not averse to

Resistance tactics: they dropped thousands of agents behind the German lines to organise raiding parties, and infiltrated whole brigades of mounted infantry to attack lines of communications and supply dumps. The Baltic States (Latvia, Lithuania and Estonia) having been occupied in 1940 by Russia, a fair proportion of the early Russian partisan effort was concentrated in this vital sector behind the German forces besieging Moscow and Leningrad, but it was not an unqualified success, since the Germans were looked on as liberators by a fair proportion of the population.

Northern Europe (Denmark, Norway)

Activities in Scandinavia were rather localised and less militarily active than elsewhere — rather like the French Resistance along the Atlantic Wall, they were involved largely in intelligence activities, with occasional action against the occupation forces and their sympathisers.



Three typical conversions from Airfix 00/HO figures depicting two western European resistance fighters and a Yugoslav partisan. Other ideas will become apparent from a study of the figures in your spares box.

Dress and equipment

Most members of the Resistance were only 'part-time soldiers' so normal civilian dress was worn for the region. When the invasion of Europe occurred in 1944, armbands in French, Belgian and Dutch colours appeared in the active bands which attacked the recoiling Germans: French Resistants wore the French tricolor flag with a red Lorraine Cross in the white sector, Belgians the Belgian black-gold-red flag, the Dutch favoured orange flowers in their buttonholes. Communist units occasionally wore red armbands, especially in Italy and Greece. French, German and Dutch steel helmets were donned in the street fighting in northern Europe, with the insignia of their previous owners.

Many Yugoslav units, especially the elite units around Tito's headquarters, were dressed in full Russian uniform, and some units wore a



The Airfix Afrika Korps figure converted to a partisan as described below.

mixture of civilian dress, Russian and Allied and 'liberated' Wehrmacht battledress. Sheepskin caps were to be seen in Yugoslavia and Albania, though the Greeks favoured the black beret.

Armament

French units: Sten smg, British and French rifles (also German 98K), various British pistols, explosives and time and remote detonators.

Belgian and Dutch units: As French but a greater proportion of British and German rifles and smgs.

Italian units: Sten and Thomson smgs, various Italian and German rifles, Garand carbine, various grenades and landmines of Allied and German manufacture.

Greek, Albanian and Yugoslav units: Largely German and Austrian rifles and smgs for the first two. Yugoslav units used German and Yugoslav weapons initially; eventually these were largely supplanted by Russian and Anglo-American weapons, especially the former. Many Yugoslav units received 120 mm mortars and 7.62 cm field guns of Russian make, and commandeered German field guns.

Polish units: Not easy to be precise — German weapons were used, but one cannot be certain about others.

Russian units: Russian PPSL M 1941 and PPS M 1943 smgs and Tokarev rifles. Dependent on the length of survival of these units, small anti-tank guns and mortars of 80 and 120 mm calibre reached them on resupply missions.

Scandinavian units: Sten and MP40 smgs, Danish and Norwegian Army pattern rifles, shotguns, grenades, explosives and time/remote detonators.

Modelling

The Airfix Civilians are ideal for Western European Resistance units, fitted with rifles filched from more militant figures, or Sten guns from stretched sprue. The larger 54 mm size figure came from an Airfix Afrika Korps rifleman stripped of all equipment and pockets, with the jacket 'rebuilt' around waistline, and the trousers extended, with Plasticine set with Humbrol Banana Oil (all the figures were painted overall with this medium to allow painting with Plaka paints). The peak of the bergmütze was cut back, and the crown pared down to create, with added Plasticine, the cloth cap illustrated. □

AIRFIX magazine

George Gush

renaissance warfare



Part 7: Irish army of the 16th Century

FOR THE WARGAMER, the Irish in this period form the most likely enemies for last month's English armies, while they are of great interest in their own right, containing many unique troop types.

Until the rebellion of Shane O'Neill in the 1560s, the Irish indulged in constant raiding and ambushing, frequently of each other, occasionally fought a single battle, but did not really fight wars. From 1561 to 1603, however, there were a series of campaigns against the English, culminating in that of Tyrone, which was on a really large scale.

In the early part of the 16th Century the warriors of Ireland were very traditional in armament and tactics, but as the wars continued more 'up-to-date' weapons made their appearance and some full scale battles were fought, though the traditional guerilla-type tactics were more successful, as in the Irish victory of the Yellow Ford, 1598.

The Irish made good use of difficult country and of field-fortifications, digging trenches and

'plashing' trees into impenetrable barriers, often in connection with an ambush.

Traditional types

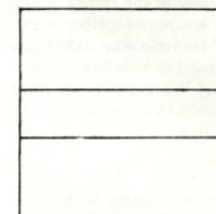
The Gallowglas

These were originally Scots mercenaries, but by the 16th Century their clans or 'septs' had often been settled in Ireland for two or three centuries (the most famous were the MacDonalds and the McSweeneyes); they were still mercenaries, but often owed loyalty to a particular noble (in fact in 1568 there were three septs of 'the Queen Majesty's Gallowglasses'). They usually wore an iron bascinet, and either a mail shirt or a short cape of mail over a padded quilted coat called a 'cotun', and their characteristic weapon was a heavy two-handed axe which could chop an enemy's head off with a single blow (it was still in use in 1588 when McLaghlin M'Cabb killed 80 Spaniards from the Armada with one).

Gallowglasses were organised in 'Battles' of



Above alternative Gallowglas helmets; on the right is a 15th Century padded one.



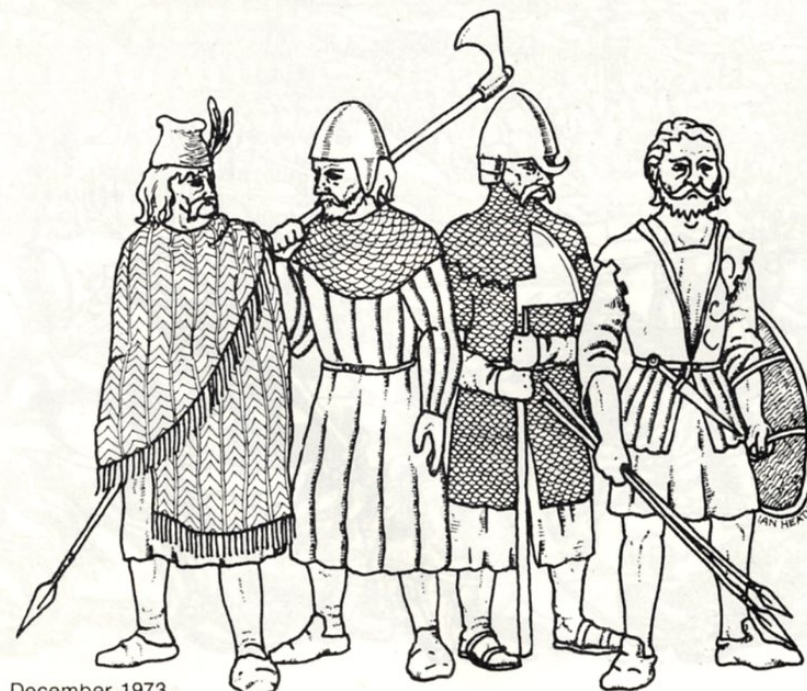
Flags shown in print of Irish force at battle of Erne Fords, 1593. Colours not known. Infantry flag on left, cavalry on right.

80 or 87 men, but each gallowglas was accompanied by two boys, who carried his supplies, armour, and his secondary weapons, three light Irish javelins or 'darts'.

The Kern

The ordinary Irish footsoldiers, made up partly of 'bonnachts' or Irish mercenaries maintained by the various nobles, and partly of free peasantry called out to fight. The bonnachts might sometimes be dressed like the gallowglasses, or else like the 'rising-out', as the peasants were called; that is, no armour, simply the traditional Irish dress of a linen tunic with very wide sleeves, often dyed yellow with saffron, usually worn over tight trews of a plain colour, and sometimes covered with a very short coat of goat's hair or a large mantle or 'shag-rug', patterned, and with a long fringe of 'an agreeable mixture of colours'.

Bonnachts might have the sparth-axe, but the usual weapons were javelins or 'darts' of which



December 1973



Typical Irish sword of the 16th Century. Note ring at base of hilt with tang passing through it, and square ended scabbard. Irish swords of this period were usually straight and large. Note different types of scabbard on the following two pages, especially those with a dagger strapped to the outside of the scabbard.

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each kern had a handful; even the English admitted that the Irish were extraordinarily skilled with this weapon. A few of the kern also used the bow, and sword or spear and shield might be carried; the shields were oval and convex, of wood or basket-work. Each man would also carry a 'scean' or long dagger. They were often clean shaven but wore flowing moustaches and a mop of shaggy hair or 'glibb' falling over the forehead (banned by the English as making it difficult to recognise their 'thievish countenances').

Their tactics were normally those of skirmishers, especially in difficult country where, often, no other troops could move, but they could also charge fiercely in the right circumstances, clashing their weapons together with a loud cry of 'Pharroh!' (anyone who didn't join in was popularly supposed to be wafted off to a mysterious valley in the West and Never Seen Again). What they couldn't do was to stand up against cavalry in the open.

The cavalry

A small proportion of the average Irish force, the cavalry would normally be made up of gentry. They were equipped with a helmet with a strange turned-up nasal, mail-shirt, sword and shield, but their chief weapon was a longish light spear held in the middle and used overarm

Taken from Derrick's The Image of Ireland (1581), this British Museum print shows the English (on left) defeating the Irish. In the foreground 'Northern Horse' in mail charge the typical Irish cavalry who are very well shown (including method of using spear).

either for stabbing or throwing, not couched as a lance. One reason for this was that the Irish, like their ancient forebears, still used neither stirrups nor a proper saddle (just a sort of pillow strapped to the horse with a girth), another was that their light cobs could not stand up to the heavier English horses in a full charge.

They were thus mainly useful for scouting, skirmishing, or pursuit. In the earlier 16th Century the Irish seem to have had the unusual habit of drawing up the cavalry on the left of their battle-line.

Later changes

These started in the 1560s, when Shane O'Neill began to equip his men with arquebuses, impress large numbers of unfree peasants, and hire extra Scots mercenaries from overseas. By 1569 musketeers and mailed pikemen had appeared in Irish armies.

The 'New Scots'

These were a new wave of Scots mercenaries, mainly recruited from the Western Isles. They were probably bare-legged (hence their nickname of 'Redshanks') and generally dressed like other Highlanders of the period. Organised in companies with a paper strength of 100, they included some cavalry and 'shot' with firearms, pikemen and halberdiers, as well as men with the more traditional Highland weapons, longbows and two-handed claymores. They were found in most Irish armies in the second half of the 16th Century, though they had most of the usual faults of mercenaries and came quite expensive (each man got one bullock per quarter for pay and two for food!)

Tyrone's Army

Hugh O'Neill, Earl of Tyrone, created the first really effective Irish army of the period, using as a nucleus Irish infantry he had kindly offered to train for Queen Elizabeth and senior officers who had served in the English or Spanish armies. He raised 6,000 disciplined Irish foot, organised in companies of 100 and regiments probably 500 strong, with drums, bagpipes and colours, and armed with matchlock muskets and pikes (the musket bullets were made out of lead imported from England, ostensibly to re-roof O'Neill's castle of Dungannon). There were at least two musketeers to every pikeman, probably more.

Tyrone also reorganised the cavalry, equipping at least 300 'in the English fashion' with light lances and (presumably) stirrups; however, his cavalry, though good at harassing tactics, still could not stand up to the English in the open.

Generally, gallowglasses had become pikemen, kern musketeers, and dress and armour was probably little changed, though one of O'Neill's regiments wore red coats (probably his original troops for English service), and his men were said to have plenty of 'graven murions' (morions).

On the flanks of his 'regular' forces, numbers of skirmishers with the older types of weapon operated, and there were also 'New Scots' including Tyrone's own bodyguard of 200 musketeers.

Tyrone normally used harassing tactics in difficult country, but at the disastrous battle of Kinsale his forces drew up in the open in three large tercio-style blocks.



The Catholic Confederates

After the defeat of O'Neill and the crushing of his followers there was no war in Ireland until the 1640s, when Catholic uprising became confusingly involved with the Civil War situation in England. In the 40s, Owen Roe O'Neill, the ex-commander of an Irish regiment in Spanish service, led the army of a Catholic Confederation (claiming loyalty to King Charles) to considerable success against Scots and Parliamentary armies. The 'rebels' this time included both 'Old Irish' and Anglo-Irish, and were armed largely by Spain and organised on Spanish lines. The Anglo-Irish would probably wear English-style coat, breeches and hose (just like any English Civil War troops) while many of the 'Old Irish' might still be in traditional dress.

At the Irish victory of Benburb (1646), Owen Roe had seven infantry regiments; his own and that of Alexander MacDonnell were of 15 companies (1500 men) and the rest of ten companies (1000 men); they were made up about half and half of pikemen and musketeers, and drew up in the usual fashion with pikes in the centre and shot on their flanks. The pikes were longer and smaller-pointed than British ones.

There were also nine troops of horse, some at least of them being lancers after the Spanish fashion.

Later, at Dungans Hill, the Catholic army included four ox-drawn demi-culverins and 800 Scottish 'Redshanks', armed chiefly with sword and target. The Earl of Ormonde, who subsequently led all Royalist forces in Ireland, had among his Lifeguard a regiment of fusiliers with flintlock muskets.

Irish flags

The cross of St Patrick was not apparently considered a symbol of Ireland at the time; two 'national' flags which may have been used in the 16th Century are a blue flag with three gold crowns, and the traditional Irish harp in gold, probably then on a blue ground.

In the 'Desmond Rebellion' (1579-83) the rebels had the Pope's banner, presumably red with the crossed keys of St Peter in silver and gold beneath the triple crown of the Papacy.

Tyrone had recognised Philip II of Spain as King of Ireland, and had the support of Spanish troops, and it appears that some of his units carried 'Spanish Flags' of white bearing the red diagonal cross raguly of Burgundy, but they had other flags too.

The 17th Century Confederates seem to have been the first to use a green flag with a golden harp.

Books and models

There are several very good and readable books on the wars in Ireland; two of the best are by Cyril Falls — *Elizabeth's Irish Wars* and *Mountjoy, Elizabethan General*; covering a wider field in time and also very good though a little harder to get hold of is *Irish Battles* by G. A. Hayes-McCoy.

Models are a bit more difficult, since no-one, so far as I know, makes any Irish figures for this period. Miniature Figurines however make some Ancient Irish, and these and ancient Goths etc could be adapted to serve as kern, as could one of Warriors' Saxon figures. The illustrations will show that medieval or even Norman figures could serve as Gallowglasses

Taken again from Derrick's The Image of Ireland, this British Museum print shows Ulster Kern indulging in their usual raiding; the particular type of jacket worn, with pleated 'frill', is probably an Ulster variation. The men with long axes at lower left are probably Connachts. Note the bagpiper.

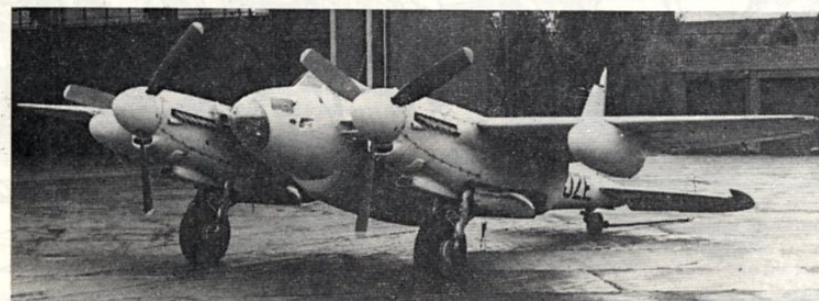
without too much conversion, either in 54 mm or 25 mm scale; Warrior Saxons are another possibility, but the best figures I have seen for Gallowglas are the Hinchliffe Vikings, most of which would need little or no alteration. Cavalry could be made from Normans (Hinton Hunt or Warrior in 25 mm), or Miniature Figurines Renaissance range Genitor, and probably some of their Ancients too, would do quite well. Scots 'Redshanks' could be found among Miniature Figurines English Civil War Scots, and Warrior also produce one Highlander; nearly all these figures, however, look 17th Century rather than 16th.

The Airfix situation is quite good, Robin Hood's men being 'naturals' for Irish kern; it's easy to add wire javelins, though wide hanging sleeves are not so easy, if you want to be really accurate. Gallowglasses can be produced fairly easily from some of the foot figures in the Sheriff of Nottingham set, one of whom already swings a huge axe though his plate armour would have to be cut away or smoothed out with a hot knife. It is possible to produce 'Redshanks' from the Waterloo Highland Infantry, but this involves a head-swap and extensive plastic surgery, mainly removing packs etc. So far I haven't found a quick conversion for Irish cavalry.



The end of an era— 27 years of BEA

A photographic record of 27 years flying
with BEA compiled by **Bruce Quarrie**



JUST OVER 27 years ago, on August 1 1946, British European Airways was established as a separate Airways Corporation. Based at Northolt, the corporation flew a variety of aircraft types, some of which are shown here.

Over the years the airline has changed considerably of course, and now that it has been amalgamated with BOAC into the new British Airways (the world's largest airline) we thought it would be appropriate to take a brief look at some of the highlights which have put BEA 'on the map' since the Second World War.

In 1947 the BEA fleet consisted of 119 passenger and seven communications aircraft, ranging from the famous Dakota, Rapide and Viking to the Anson and Ju 52. During 1948-49, many of these played a significant part in the Berlin Airlift, as well as bringing the number of passengers carried to the corporation's first million (October 17 1948).

1950 saw the first scheduled BEA service from London Airport (Viking on London-Paris route), and the start of the world's first regular scheduled helicopter passenger service (Cardiff-Liverpool). The year also saw the first scheduled gas turbine-powered service introduced when the prototype Viscount began flying between Northolt and Le Bourget.

New aircraft were continually being assessed, and by 1951 the fleet included Elizabethans, Pionairs and Sikorsky S51s, with the Viscount also rapidly being introduced.

1952 saw the airline's five millionth passenger, and also its first Royal Flight when the Duke of Edinburgh was flown out to Malta in an Elizabethan.

Progress continued throughout the '50s, the number of passengers carried each year increasing by leaps and bounds. 1958 saw the first order for six Comet 4Bs, 1959 the first flight of the Vickers-Armstrong Vanguard, the order of 24 DH 121s (Tridents) and a regular service opened between London and Moscow. During this period, and subsequently, BEA also pioneered the use of automatic landing systems for use during bad visibility conditions.

Appropriately, 1960 saw BEA's first pure jet service introduced (Comets) and the beginning of the Vanguard's long service career.

1962 witnessed the final demise of the good

This page, top to bottom BEA Junkers Ju 52 with curtained windows, approximately 1947. BEA Mosquito with long-range wing tanks photographed in 1948. BEA Avro XIX in 1947. Passengers boarding a BEA Dakota flying to Guernsey in 1951.

old DC-3 at the same time as the new Trident was undergoing its first flight tests.

The steady development continued up to the airline's 20th anniversary in 1966, during which year the first orders were placed for the new BAC 111, although the type was not to enter service until 1968. Later Tridents — the 2 and 3 — were also gradually coming into service.

Recent years have seen the introduction of BEA Airtours, considerable technical developments both on the ground and in the air, and, of course, the gradual moving together of BEA and its sister airline, BOAC.

Today, neither corporation exists as an individual entity, but although one must inevitably feel a little saddened at the loss of two great British institutions, I am sure that British Airways will soon capture the imagination just as strongly.

Modelling BEA aircraft

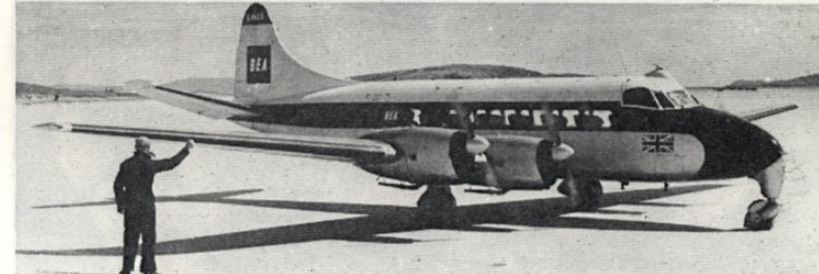
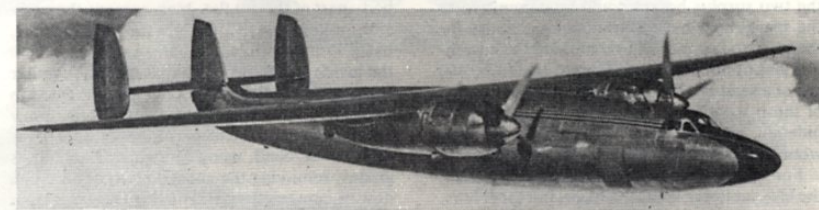
Sadly, the range of kits available to the civil aviation enthusiast is rather limited. However, a number of kits are available for anyone wishing to make up a model collection of BEA types, and some of the older kits may still be found advertised in the Classified columns of modelling magazines.

For the early period, Airfix make the Dakota, Ju 52, Mosquito and Avro Anson in 1:72 scale, whilst the occasional Frog DH 98A Rapide can still be found if you look hard enough. This is 1:67 scale but does not look too out of place in a 1:72 scale collection.

Also in 1:72 scale, Airfix make the DH Heron, Bristol Freighter and Auster, while in the SkyKing range of 1:144 scale aircraft there is a BAC 111, Comet 4B, Trident 1C and Vanguard. The Viscount used to be available from Frog in 1:96 scale, but once again you will probably have trouble finding a kit today. The Viking and Elizabethan seem to be missing entirely. Nevertheless, an interesting collection could be built up with a little thought, while the accompanying photographs should help in positioning markings.

For those who prefer to look ahead, some new decals for various British Airways aircraft are now being manufactured, and are reviewed on page 248.

This page, top to bottom BEA Rapide in 1962. Note Royal Mail crest on fin. BEA Elizabethan in flight during 1948. An earlier Dakota, shown in 1947. BEA Heron on the beach at Barra. BEA Bristol Freighter in 1951. BEA Viscount at London Airport (Heathrow).





charge of the light brigade

Wounded horse by Sid Horton

IN LAST MONTH'S article, of the dismounted trooper of the 11th Hussars, I suggested that the two surplus horses could be committed to the spares box, but I have now found a use for them. Also last month I mentioned the enormous loss of horses in the Charge, said to be 460 out of a total of 673 (the accepted figure). Some of these were later shot, after receiving some hideous wounds. This conversion is of a wounded horse struggling to regain its feet.

For this conversion, you need both horses, the Hussar horse being the basis, but three legs, or parts of legs, horse blanket and saddle flaps, and the rolled blanket coming from the 'Grey'. This conversion is quite simple but the drawings may make it look more difficult than it really is.

Take both horses from the box and, carefully, using a razor saw and Drawing 1 as a

guide, remove the nearside foreleg from the Hussar horse with a 45° angle cut. Sand the body part of the cut flat. Now remove the nearside foreleg from the 'Grey' in the same manner, using Drawing 1a as a guide, sanding smooth the inside cut to the leg so that they fit together with the minimum of filling when cemented in place, as in Drawing 2. Now, make a level saw cut right through the nearside leg of both horses at the knee bend, using Drawings 1 and 1b as guides, removing the shaded areas. These can now be cemented together using Drawing 2 as a guide. Repeat this process on the rear offside leg using Drawings 3 and 3c. The foreleg on the offside has a wedge cut from it, shown as the small shaded area in Drawing 3. Cement both the offside legs in place as shown in Drawing 4.

Cement the two body halves together and allow to dry out thoroughly, preferably over-



night, before any more work is done on it. Now the five saw cuts right through the body can be made; each one of these is rotated slightly and cemented in place, to create the half-twist of the body. The photographs may help in showing the twist. When the whole body has been allowed to dry out thoroughly, again preferably overnight, the five cuts right through the neck can be made with a razor saw. From each of these sections a wedge is cut, shown as shaded areas in Drawing 2c from above, and 4 from the side. These sections can be cemented back together again, using Drawings 2d and 6 as guides. This creates the bend of the neck, again the photographs may help.

When the whole thing has thoroughly dried out, the rather extensive filling can be done with a body putty, such as Green Stuff and sanded smooth. The head from the Hussar horse is used and can now be cemented in place and, by preference, carve away all the bridle work except the cheek pieces and replace with new ones made from 5 thou plastic card. Also the reins.

Take the sheepskin from the Hussar kit and carefully remove the shabraque, the shaded area in Drawing 5. Cement the two halves together and allow to dry out thoroughly. Then the two saw cuts can be made right through the sheepskin, again using Drawing 5 from the side and 5f from above. Also, at this point, saw right through the valise, Drawing 5g, then cut the two ends from the rolled cloak and cement under the humped front of the sheepskin. This is then cemented on to the horse. The middle section of the sheepskin, the two halves of the valise and the rear of the sheepskin are also cemented in place on to the horse using Drawings 5h and 5i as guides. The black area in both these drawings is filling.

Take the horse blanket from the 'Grey' kit and cut to a rough shape to follow the bottom line of the sheepskin, butt-joint and cement in place, fill any slight gaps and sand smooth. Now smother the whole of the sheepskin with Green Stuff and work up to a furlike texture using a needle.

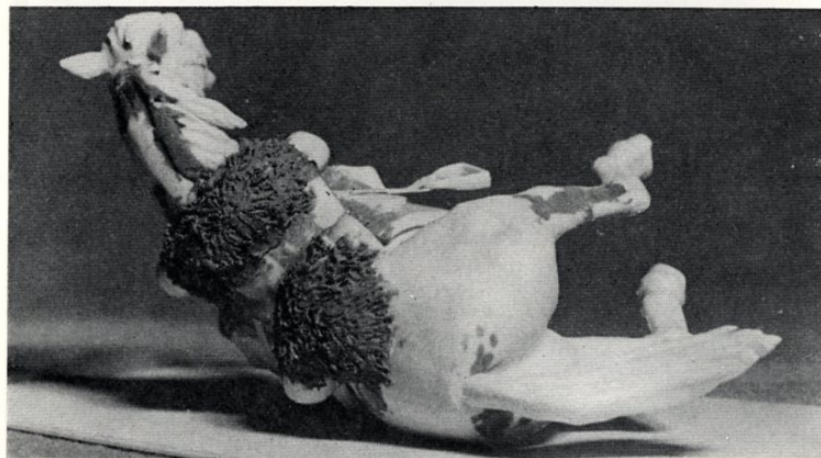
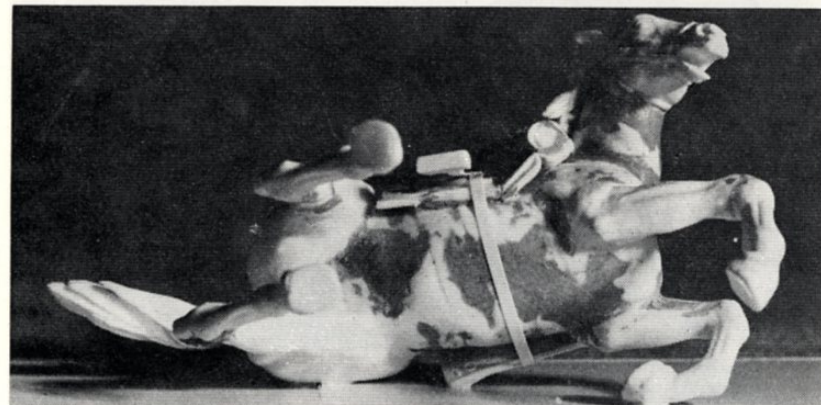
Girth straps, stirrup leather, etc. are made from the 5 thou plastic card supplied in the kits. The stirrups themselves come from the 'Grey' kit. Cement tail in place.

Painting

Horse — any colour you like, except Greys.
Bridlework, etc — brown leather, brass buckles.

Stirrups — steel.
Blanket — mid-grey.

Drawings on page 234



AIRFIX magazine



FAILURE... THEN SCORCHING SUCCESS!

Pressed into service by desk fliers, called a "rogue" by its pilots, the Hawker Typhoon began its chequered RAF career in 1941 — with an underdeveloped engine and an untested airframe.

First results were catastrophic. Of the first 142 aircraft delivered, no less than 135 suffered serious accidents as a result of engine or structural failure.

Even at this stage the Typhoon was almost scrapped. But it had a powerful ally — the lethal Fw 190, which could outpace almost every RAF aircraft. Fighter Command needed their new high-speed interceptor. Gradually, the Typhoon's rough edges were smoothed away. It became more predictable, more reliable, and its pilots had more faith in its abilities.

More important, the Typhoon showed that — under 10,000 feet — it was a match for any Luftwaffe fighter, including the Fw 190.

But, despite this success, the Typhoon was never a true interceptor. And it was left to the RAF themselves to discover its true role — as a lethal ground-attack fighter.

Squadron-Leader Roland Beamont was one of the few pilots who'd kept his faith in the Typhoon through its darkest hours. A young former Spitfire pilot, he had both tested Typhoons for Hawkers in between tours of duty and formed the RAF's first Typhoon wing. He itched to try the Typhoon as a raider. He got his wish — night offensive operations.

"THE TRAIN BUSTERS"

On November 17th 1942, Beamont — flying alone — destroyed his first train near St. Valery in France. It was the first of dozens of "rhubarbs" which were to earn his 609 Squadron the title of "The Train Busters".

The heavy wings and low-altitude performance of the Typhoon made it an ideal aircraft for ground attack. It was a stable firing platform for guns or rockets, and was able to soak up tremendous punishment.

With the new Tempest assuming the Typhoon's heavy interceptor role, more Typhoons were switched to ground attack operations. They attacked roads, railways, bridges, airfields and ships — and when D-Day arrived, Typhoons distinguished themselves by bombarding vital radar sites.

So, in the end, the desk fliers were vindicated. If it hadn't been for their persistence the Typhoon



Roland Beamont, Squadron Leader 609 Squadron

might well have been scrapped, and the Allies would have lost the most potent ground-attack fighter of the war. The Typhoon became almost a legend in its own sphere of warfare, providing the yardstick by which all future ground-raiders were designed.

The Typhoon's susceptibility to ground fires found its way into squadron humour. Painted on a 1B of 198 Squadron was the motto:

IF THIS ENGINE CATCHES FIRE ON STARTING, DON'T JUST WAVE YOUR ARMS AT THE PILOT — TRY PUTTING THE BLOODY THING OUT AS WELL.

FURTHER READING FOR MODELLERS:

"Against the Sun", a biography of Roland Beamont by Edward Lanchbery, Cassell.
"The Big Show", by Pierre Clostermann, D.F.C. Chatto & Windus/Corgi
"Profile Number 81", by Francis Mason. Profile Publications.

Revell's sleek 1/32 scale Hawker Typhoon is a faithful replica of the aircraft Roland Beamont took on his early "rhubarbs". It features detailed cockpit and controls, the intricacies of the Sabre engine, cannon details and detachable rocket launchers.

OTHER REVELL WORLD WAR II

In superb 1/32 scale is the Focke Wulf Fw 190, one of the Typhoon's principal adversaries. Included in the 1/72 scale range is the Hawker Tempest, which assumed the Typhoon's interceptor duties.

Revell also produce three models of the P51 Mustang, two in 1/32 scale and one in 1/72 scale. The 1/32 scale aircraft are the Malcolm Hood P51 and the Mustang P51B. The 1/72 scale aircraft is the P51D with the bubble canopy which was used in the later stages of the war.

Revell's 1/32 scale model of the Mosquito IVb Series 2 "GBE" is a faithful reproduction of an aircraft attached to the famous 105 Squadron. With a wingspan of over 20 inches and details such as removable cowling displaying a Rolls Royce Merlin engine, detailed cockpit interior and movable wheels and propellers, it cannot fail to take pride of place in any model collection.

These are just some of over 200 kits in Revell's action packed range, many of which are famous World War II aircraft.



a box full of action!

Revell (GB) Ltd., Cranborne Road, Potters Bar, Herts. Tel: Potters Bar 58261



609 Squadron Badge



Bruce Robertson fighting colours 1914-1937

Part 18: Putting on the Gauntlet

IN THE MID-THIRTIES, Gloster fighters made a comeback replacing the Bristol Bulldogs. The Gloster Gauntlet and Gladiator of the mid- and late thirties, achieved a prominence almost equal to that of the Grebe and Gamecock in the mid- and late twenties.

General markings

Apart from the prototype, subject to the changes on the time-scale given in last month's review of the Bulldog, the mandatory markings of Gauntlets were consistent in their early years of service. The overall natural metal and aluminium doped fabric gave the silvery finish of the period, with the mandatory national markings of red, white and blue roundels adding colour to the standard finishing scheme for all day-flying RAF aircraft of the period. By the time the production Gauntlets had appeared rudder striping had been discontinued and there were no complications to general markings until the Munich crisis of 1938. Serial markings were in consistent eight-inch high characters on the fuselage side and rudder, and in larger characters under the wings, the range being J9125 prototype, K4081-4104 Mk I and K5264-5367 and K7792-7891 Mk II.

The Mk II differed by internal construction resulting from the take-over of Gloster Aircraft by Hawker Aircraft.

Squadron markings

Unit markings in the mid-thirties were not related to an aircraft type, but were the designs adopted in the twenties, adapted to the aircraft in use in the thirties. Such minor changes as there were, resulted more from the whim of the users than any difference in the aircraft types. This was understandable since the basic configuration and size of the fighters, as single-seat biplanes, differed little throughout these years.

A new factor, however, was conditioning markings. On March 1 1935 the Office of Chester Herald was appointed Inspector of RAF Badges. From this time, the motifs squadrons had adopted were regularised and a standard badge frame was introduced to display these motifs on aircraft. Some units marked the newly authorised badges on their aircraft, but this was officially against a standing ruling that no mottoes of any kind should appear on aircraft.

Above right J9125 the prototype, was the only Gauntlet to have rudder striping and the serial marked with a hyphen between letter and number. The doping scheme was T2S (Titanine No 2 Sprayed). Right this first production Gauntlet demonstrates clearly the new trend in construction and how it affected markings. The forward fuselage was metal clad, leaving only the aft fuselage portion, fin and rudder in aluminium doped fabric.

The frames were of three types, an outline spearhead for fighter squadrons, a grenade form for bomber squadrons and a six-point star for army co-operation and general reconnaissance squadrons. The area within the black framing was white with the colourful motifs centrally placed as illustrated. Not all squadrons, however, appear to have used the frames.

Individual squadrons were marked as follows:

No 17 Squadron: The zig-zag markings used on the wings and fuselage sides of Woodcocks, Gamecocks, Siskins and Bulldogs continued on their Gauntlets 1936-39, see photograph. The squadron was among the first to have a badge approved in 1937 and chose a motif symbolic of their equipment at the time — a Gauntlet. This appeared in a standard spearhead frame on fins, as illustrated, from 1937. Mk IIs only were used including K5348, K5356, K5358, K5359, K7798 and K7867. An unusual

and exclusive marking quirk in this unit was to have the top of the fuselage decking of the Gauntlets in flight colours of red, yellow and blue for A, B and C Flights respectively.

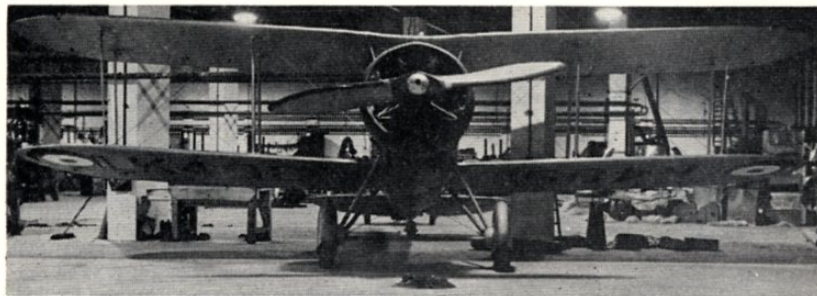
No 19 Squadron: This, the first squadron to have Gauntlets, in early 1935, continued using the blue and white checks as displayed on their earlier equipment. A drawing and photos appeared in the June 1964 issue of this magazine, photo copies of which are available from the Editor for 20p including postage.

Initially only Mk Is were used, K4081-4084 and K4086-4100 being allotted. A small Dolphin motif (similar to that illustrated for Bulldogs last month) was marked in white on the coloured fins of the flight leader's aircraft K4094, K4084 and K4087. The squadron commander had the fin of his Gauntlet in blue and white checks. Later some Mk IIs, including K5284, K5341 and K7808 were used for replacements until 1939 when the last Gauntlet was withdrawn.

No 32 Squadron: The general pattern of a blue band with two thin white diagonal bars on top wing and fuselage sides was followed in principle. But, so as not to overlap on to metal surfaces, the marking was foreshortened forward of the roundel, while aft of the roundel there was a single white diagonal. Mk IIs used 1936-39 included K5273, K5329, K5330, K7799 and K7800. From 1937 the spearhead unit marking, carrying a hunting horn, took up the full chord of the fin.

No 46 Squadron: This squadron, re-formed





from a cadre provided by No 17 Squadron in 1936, had no precedent to follow with its Gauntlets. They became one of the few squadrons to have both markings and badge in the same theme. Three arrowheads representing an intercepting flight was chosen as the badge, and the marking was accordingly made an arrowhead as illustrated. Aircraft to which this applied 1937-39 were Mk IIs K5304, K5315-5317, K7793-7796, K7842-7843, K7845, K7859 and K7891.

No 54 Squadron: This squadron disliked their former yellow band and had changed to a red

band with white diagonals which was marked on the wings and fuselage sides of their Gauntlet IIs, such as K5301, for the brief period they had them — August 1936 to May 1937.

No 56 Squadron: Following the pattern with previous equipment of Grebes, Siskins and Bulldogs, red and white checks adorned this squadron's Gauntlet IIs 1936-37. Hitherto, apart from red instead of blue squares, this squadron's markings had matched No 19's, but in this case the fuselage checks appeared on the fabric portion only of the fuselage side. Aircraft used included K5287-5289,

First of the production Gauntlets showing marking of underwing serials reading, as was usual, from opposite ways. This aircraft was one of ten to be initially fitted with Dunlop fairings over the fins and was eventually sold to Denmark (ATP RE64).

K5295-5296, K5298-5300, K5311 and K7812. **No 65 Squadron:** For just under a year, 1936-37, this squadron had Gauntlet IIs which were marked with red chevrons bracketing the fuselage roundel and marked along the top wing. Mk IIs used included K5333-5335, K7828 and K7865.

No 66 Squadron: In mid-1936 this squadron re-formed by the expansion of 'C' Flight of No 19 Squadron and used Gauntlet IIs until 1939. Two tapering light blue lines were chosen as the fuselage and wing marking and, to typify an aggressive spirit, a rattlesnake was chosen as

the squadron badge. Aircraft used included K5297, K5313, K5336, K5339, K7839, K7847, K7853 and K7871.

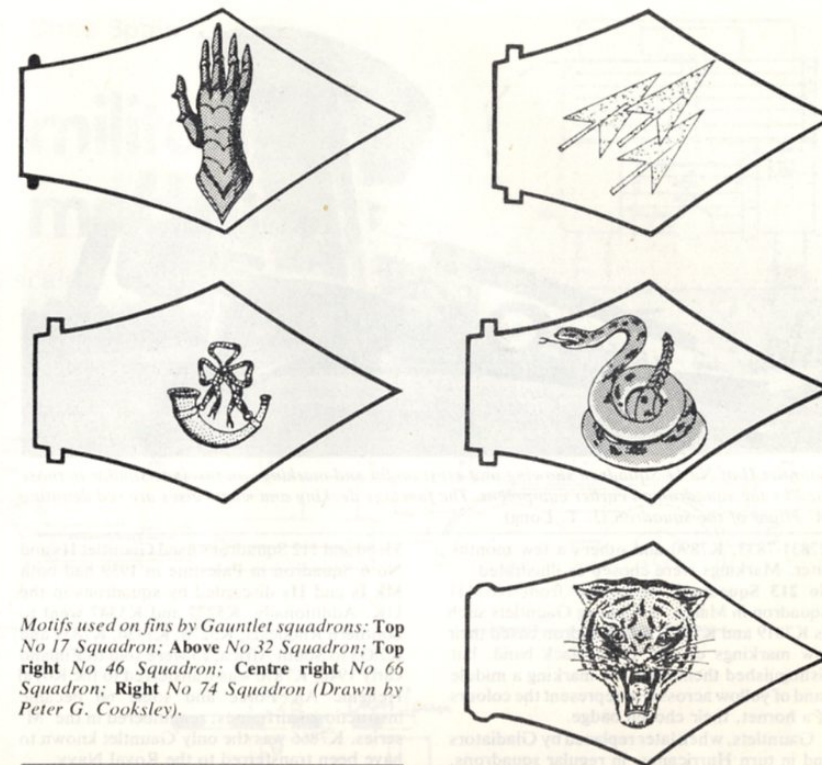
No 74 Squadron: Receiving Gauntlets in 1937, the squadron marked them with the tiger face of their newly approved badge, with alternate diagonals of black and yellow to represent tiger-skin used to this day on their Lightnings. Mk IIs used until early 1939 included K5308, K5332, K5355, K5363, K7817, K7852, K7862 and K7875.

No 79 Squadron: Re-formed March 1937 by a cadre provided by 'B' Flight, No 32 Squadron, a red arrowhead was chosen as a fuselage marking for its Gauntlets operated until November the following year, which included: K5310, K5357, K7869, K7878, K7881 and K7888.

No 80 Squadron: Re-formed in March 1937 and temporarily equipped with Gauntlet IIs, it is doubtful if these aircraft bore unit markings before the squadron, with a mixture of Gauntlets and Gladiators, moved to the Middle East the following year. Aircraft used included K5337, K7823, K7829 and K7861.

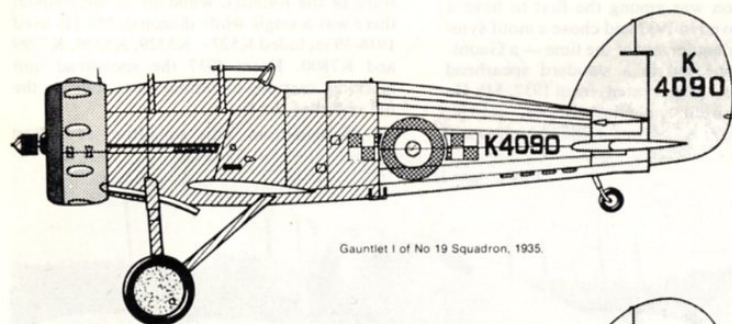
No 111 Squadron: The first squadron to receive Gauntlet IIs, this squadron took delivery of K5264-5269, K5272 and K5275 in mid-1936. Later, when their badge was issued, they displayed the whole badge small on the fins of their aircraft which were supplemented by K5309, K5312, K5325, K7811 and K7813.

No 151 Squadron: Re-formed from No 56 Squadron in August 1936, this squadron received its Gauntlet IIs K5351-5353,

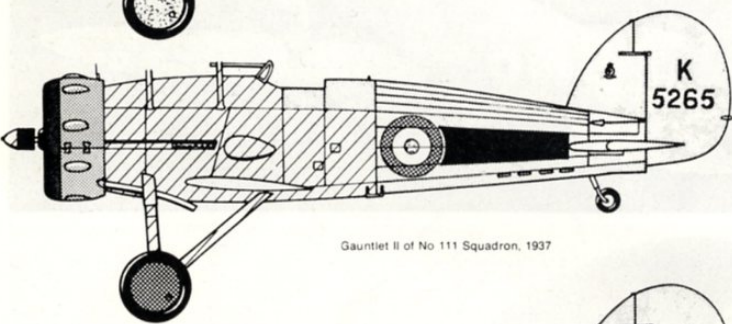
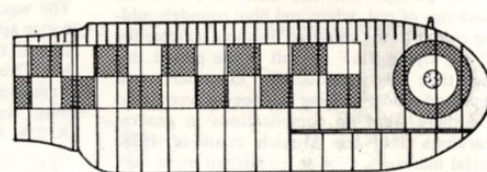


Motifs used on fins by Gauntlet squadrons: Top No 17 Squadron; Above No 32 Squadron; Top right No 46 Squadron; Centre right No 66 Squadron; Right No 74 Squadron (Drawn by Peter G. Cooksley).

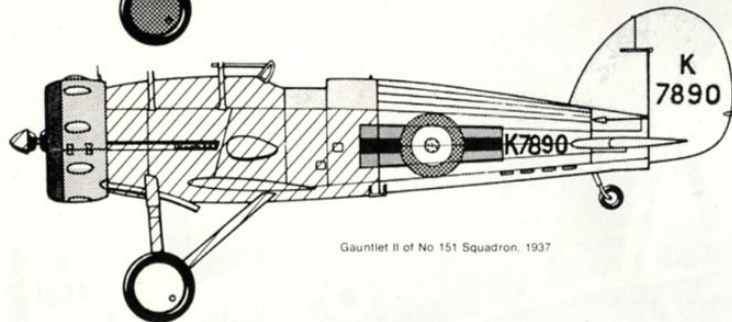
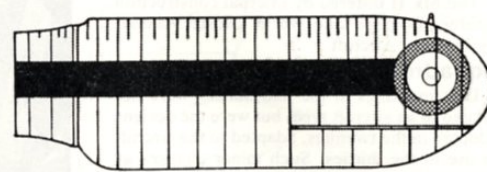
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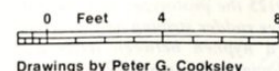
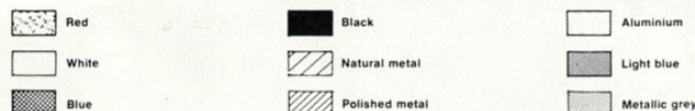
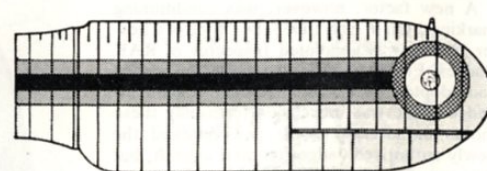
Gauntlet I of No 19 Squadron, 1935.



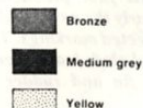
Gauntlet II of No 111 Squadron, 1937



Gauntlet II of No 151 Squadron, 1937



Drawings by Peter G. Cooksley



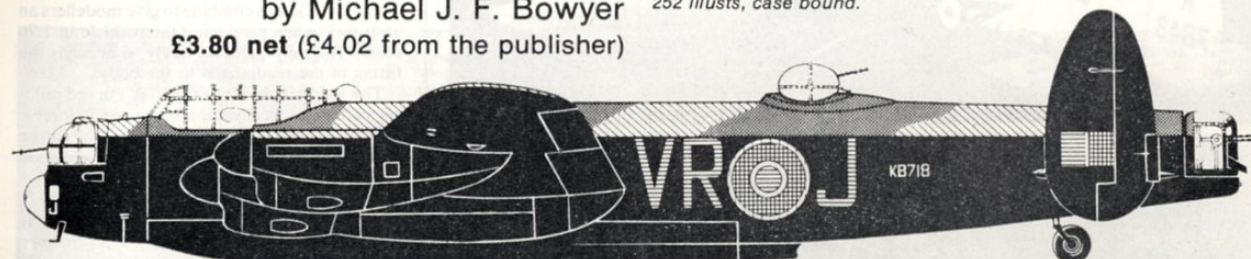
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Gauntlet II of No 17 Squadron showing unit crest on fin and markings on fuselage similar to those used by the squadron on earlier equipment. The fuselage decking and wheel discs are red denoting 'A' Flight of the squadron (J. T. Long).

K7831-7833, K7890 and others a few months later. Markings were chosen as illustrated.

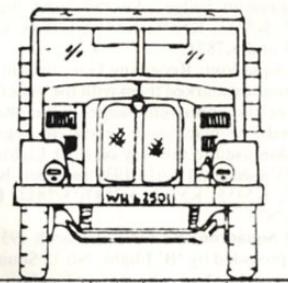
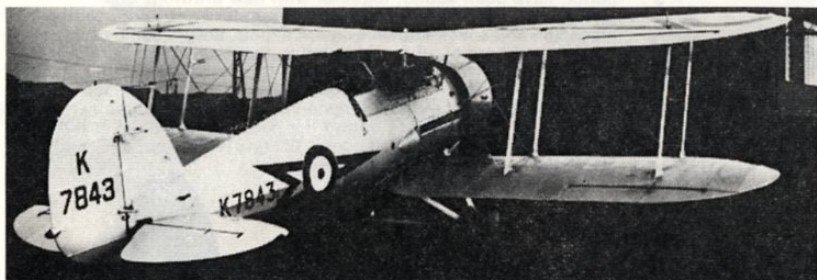
No 213 Squadron: Re-formed from No 111 Squadron in March 1937, using Gauntlets such as K7819 and K7838, this squadron based their new markings on No 111's black band, but distinguished themselves by marking a middle band of yellow across it to represent the colours of a hornet, their chosen badge.

Gauntlets, when later replaced by Gladiators and in turn Hurricanes, in regular squadrons, were allotted to the Auxiliary Air Force Squadrons Nos 601, 602, 605, 615 and 616. In the Middle East and Near East 1939-40, Nos

33, 80 and 112 Squadrons used Gauntlet IIs and No 6 Squadron in Palestine in 1939 had both Mk Is and IIs discarded by squadrons in the UK. Additionally, K5277 and K5347 went to Southern Rhodesia; K5276, K5330, K7831 and K7833 to South Africa; 25 were sold to Finland early 1940, K7870 was transferred to the Royal Hellenic Air Force and some 60 became instructional airframes, renumbered in the 'M' series. K7866 was the only Gauntlet known to have been transferred to the Royal Navy.

K4081 was sold to Denmark where it became Danish Army Air Service J-21, and J-22 to 38 were built in Denmark for this service. □

Below view of a No 46 Squadron Gauntlet showing that the red arrowhead marking was also displayed on the top wing, port and starboard sides, pointing inwards (MoD H1408). **Bottom** a No 46 Squadron Gauntlet seen after the fin frames were adopted (Dr D. L. Gleed).



WHEN THE NEW Panzer Divisions were formed by Guderian in 1936 it was realised that an effective supply and maintenance section must also be built to ensure that the tanks were always ready for action.

The replacement of tanks damaged at the front during a Blitzkrieg type attack might mean that replacements would have to travel hundreds of miles before they could take part in the battle. It was for this reason that units were formed using heavy 6 x 4 lorries capable of carrying PzKw Is and IIs at comparatively high speed, direct to the firing line. In this way the high losses of the Panzer spearheads could be quickly replaced by fresh tanks and crews to carry on the assault.

The vehicle used was the Faun L900 D 565 Schwerer Lastkraftwagen. Featuring a compression ignition (diesel) engine of 150 bhp, the five forward and one reverse gear propelled the vehicle at up to 40 mph on made up roads.

With a payload of 9 tons enabling it to carry the PzKw I and II, but not the heavier III or IV, this proved a highly successful vehicle during the 1936-41 period. However, with the phasing out of the PzKw I and II it became employed merely for normal load carrying to help out the severely strained transport companies of the German army.

Faun R600 modelling details

From its conception the Faun R600 was designed with a military application in mind. This being so, and in accordance with the standard practice of the time, the cab is both open topped and made largely of flat steel sheets. These two factors combine to give modellers an easy task when producing this vehicle in 1:76 scale. The only problem likely to occur is the fitting of the mudguards to the body.

The mudguards are of the 'flat' curved military pattern generally adopted by armed forces. This type is usually chosen because they can be quickly produced and easily repaired, and good looks are not desired.

I made them by wrapping two lengths of 20 thou card around a length of dowel of suitable diameter, then using insulating tape to keep them in place. So that the plastic retains this shape it must be heated and allowed to cool. The best way to do this is by heating in steam from a kettle. Watch the steam however as it is quite hot enough to burn fingers. After cooling in cold water two nice rings are produced from which the mudguards can be formed.

The radiator is scratch-built as I could not find a suitable one in my spares box. It should be made separately from the cab and fully finished, including the distinctive shield badge.

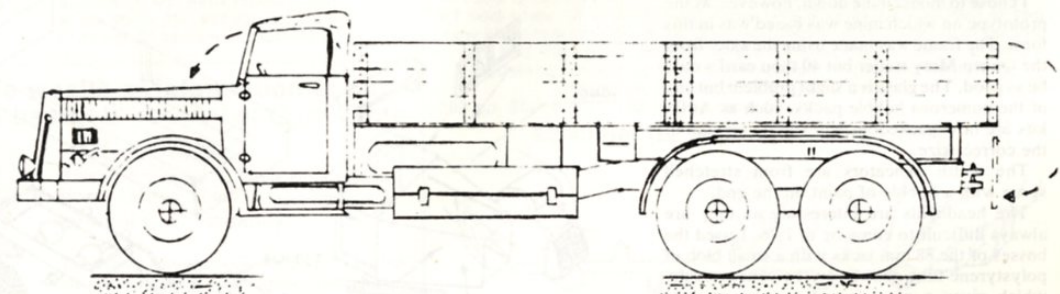
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Chris Spain

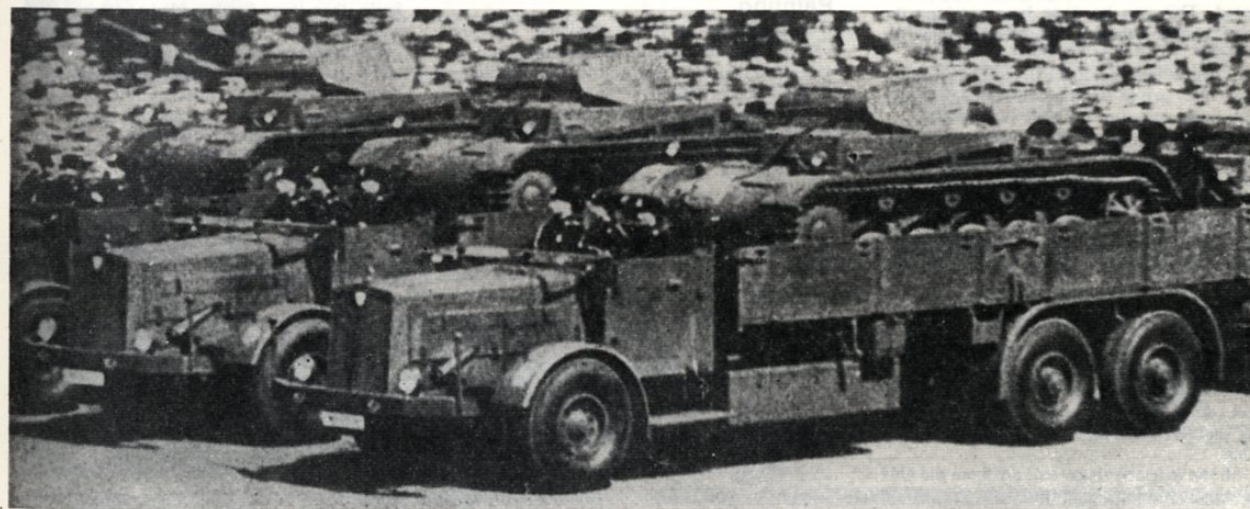
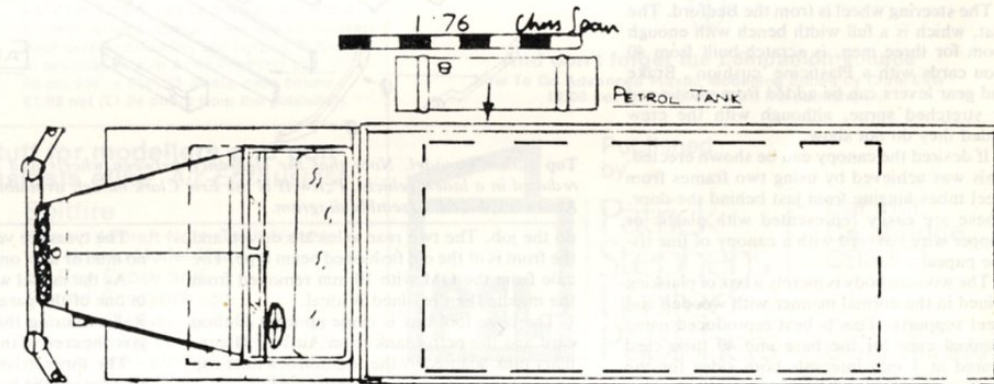
military modelling

German tank transporter in 1:76 scale

Right and above left 1:76 scale drawings of the Faun R600 tank transporter by the author. Taken in conjunction with the 'exploded' assembly diagram on the next page, these should enable anyone to turn out a good scratch-built model.



Below Faun R600 transporters carrying PzKw IIs during a pre-war rally. Note shield on radiator front, early panzer uniform worn by crew as described in text, and how low the vehicle sits when laden in comparison with the author's model (illustrated on next page) which really depicts an unladen vehicle (B. H. Vanderveen Collection).



before fitting to the body. The way to reproduce the grid on the front is to coat the plastic with liquid cement and run a razor saw across it in two directions.

The louvres on the bonnet sides are not easy to model satisfactorily. I tried using a strip of 10 thou card with the shapes filed into it but this has not achieved quite the right appearance.

The windshield is of the forward-folding type as featured on the Kubelwagen and jeep, and can be modelled either up or down, although I cannot imagine the driver lowering it in all but tropical conditions!

I chose to model mine down, however, as the prototype on which mine was based was in this form. The frame was made using the sides from the Queen Mary trailer but 40 thou card would be as good. The glass is a slight problem but any of the numerous bubble packs, such as Airfix kits are now packed in, will supply enough of the correct size.

The width indicators are from stretched sprue with a bobble of paint on the end.

The headlights are interesting as they are always difficult to come by in 1:76. I used the bosses of the 88 mm jacks with a small blob of polystyrene tube cement on the concave side, which gives a nice domed transparent lens when dry.

The steering wheel is from the Bedford. The seat, which is a full width bench with enough room for three men, is scratch-built from 40 thou cards with a Plasticine 'cushion'. Brake and gear levers can be added from plastic rod or stretched sprue, although with the crew added they do not show.

If desired the canopy can be shown erected. This was achieved by using two frames from steel tubes hinging from just behind the door. These are easily represented with plastic or copper wire covered with a canopy of fine tissue paper.

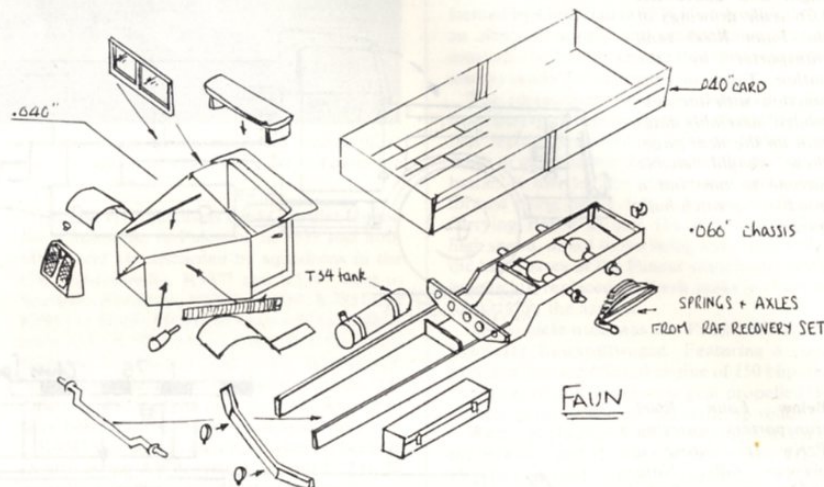
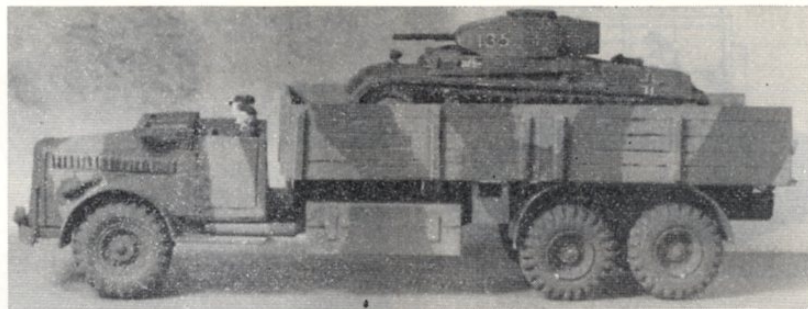
The wooden body is merely a box of planking joined in the normal manner with wooden and steel supports. This is best reproduced using planked card for the base and 40 thou card scored at 3 mm intervals both sides for the front, rear and sides. Make sure that the scoring has the burrs removed or a furry edge is produced. This can be done by scratching the grooves with a sharp file and then sanding the surface.

If you choose to make the sides dropped down they are in two halves of equal length, both being raised or lowered separately.

The wheels are from the new Airfix Thornycroft Amazon, the rear wheels of which are ideal. However, the front wheels are not the same. This is acceptable in this scale if you do not wish to buy two kits. I used a Minitanks tank transporter wheel of the correct diameter. The springs are also from the new Recovery Set.

This was one of the largest vehicles I have ever built so I decided to make the chassis as strong as possible. The two main chassis members are cut from 60 thou card, try to get them as alike as you can. The cross members are also 60 thou, don't worry if these stray from the drawing slightly, a strong chassis is the important thing.

All the axles, springs, etc., are from the QM set although others from the spares box would



Top author's model. Note that the clearance between wheels and mudguards should really be reduced in a laden vehicle. PzKw II is the Eric Clark model, available to MAFVA members only. Above 'exploded' assembly diagram.

do the job. The two rear axles are driven and the front is of the old fashioned beam type. The axle from the QM with 10 mm removed from the middle then rejoined is ideal.

The large tool box is made up from 20 thou card and the petrol tank is an Airfix T34 auxiliary tank adapted by the addition of a filler cap and support straps from plastic card.

Painting

Few of the currently available German vehicles can be shown in peacetime colours so I decided that for a change the Faun would be in pre-war markings.

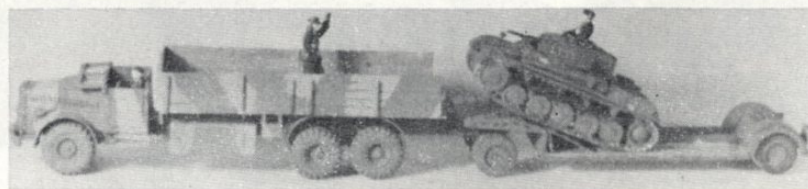
After painting the vehicle in Humbrol Panzer Grey, about one third of it was striped earth brown, in wide vertical bands. This camouflage was adopted until about 1936, when the Panzer Grey, so typical of the Blitzkrieg era, finally took over as the main colour for AFVs and support vehicles.

The tyres are very dark grey, not black, with no mud or dust on the underside of the vehicle.

As the model was intended to be taking part in one of the parades, such as the Nuremberg Rallies during the late Thirties, I decided to give the crew of three pre-war Panzer uniforms.

The three drivers from the RAF Recovery set provide the basis for the figures. First their flap pockets must be removed with a sharp knife, then large lapels added to their jacket, with 5 thou card. The heads of two of the figures were turned to the eyes left position as if they were saluting an inspecting general on a podium. The other figure, the driver, has his arms altered to hold the steering wheel. The berets, although a little small are not noticeably so in this scale and they well represent the floppy beret with inner protective lining worn until 1940. Black uniforms with silver lining and pink waffenfarbe plus the national badges on chest and arm completes the figures. □

Another view of the author's model, showing a PzKw II being loaded from an Sd Ah 115 trailer, modelling details for which will appear next month.



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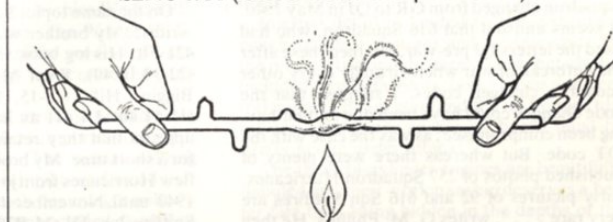
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squadron codes and colours 1939-1956



By Michael J. F. Bowyer and John D. R. Rawlings

THE RESPONSE to our appeals for additions and possible corrections to the listing of 'squadron' codes in recent issues of our magazine has been excellent. To print all the letters in our correspondence columns would be impossible. Instead the following survey covers the material submitted. It is in no particular order of receipt, and further comment is invited.

'I have always been puzzled as to why 92 Squadron changed from GR to QJ in May 1940. It seems unusual that 616 Squadron, who had used the letters QJ pre-war, retained these after the outbreak of war when virtually every other squadron changed codes. I suppose that the code changes could have been due to their having been compromised, as was the case with the DT code. But whereas there were plenty of published photos of 257 Squadron Hurricanes, early pictures of 92 and 616 Sqn Spitfires are very rare . . .', writes G. M. Phillips. He then raises some interesting points pertinent to a number of entries throughout the series.

But did the codes change on the outbreak of war in all cases, even when this was authorised? Apparently not. Oliver Telfer writes: 'The letters BK were used by 115 Squadron at Marham approximately April to November 1939. I was a fabric worker at Marham at that time, and I painted some of them on our Wellingtons. Some writers say that 115 Squadron's Harrows also carried the letter BK but I doubt this. At least, I do not remember coding a Harrow.' He raises another point of interest — just when did the squadrons first adopt codes anyway? There is no doubt that it took place over a period of many months, some units adopting them at the time of the Munich Crisis whereas others even in the same Group introduced them months later, and perhaps not until the war began.

We asked Simon Lambert about the photograph he submitted of a Lysander in the Far East coded 'AG'. He replied 'In answer to your question the Lysander belonged to 110 Squadron. It was used for target spotting and similar duties'. It may not have been wearing 110 Squadron's markings, but was 'AG' the identity of 110 Sqn at any time?

R. Gillard writes 'In the August issue of the magazine 'Squadron Codes' has very little information on 52 OTU. It was a fighter training unit formed at Debden. After the airfield had suffered from severe bombing the OTU was transferred to Aston Down in August/September 1941. I was then attached to the Unit serving with it until it disbanded in March 1944. According to the notes I have code letters used were TJ.'

'In your write-up of codes in the September issue,' writes Roy S. Humphreys, 'you have given DL for 91 Squadron and mentioned that it was formed from 421 Flight. But the latter did

not use the DL code on its aircraft. No 421 Flight was originally formed from 66 Squadron and it was decreed, to lessen confusion, that 421 should put a hyphen between the LZ code (used by 66 Sqn) thus L-Z. I have a photograph showing the hyphenated code. At the time of the changeover to 91 Squadron, the aircraft — about eight in all — received an overnight paint job to DL.'

On the same topic, Sqn Ldr G. R. S. McKay writes: 'My brother was a founder member of 421 Flt. His log book shows 421 at Gravesend (22.30.10.40), West Malling (31.10.13.11.40), Biggin Hill (13.15.11.40) and Hawkinge (15.11.40-11.1.41) as having the code LZ. It appears that they retained 66's marking, LZ, for a short time. My brother's log shows that he flew Hurricanes from joining 421 on October 22 1940 until November 13, when he started on Spitfire 2as. DL:M-P7970 which you mention was his personal aircraft and it replaced his previous 'M' P7676 in which P/O Gage was shot down. P7970 was later shot down when flown by Sgt Gavan. A close check shows that the change in codes from LZ to DL was made on January 18 1941. Thus on January 17 P7735 is shown as LZ:M and on the 19th as DL:M. This particular aircraft was destroyed by 109 bombers at Hawkinge on February 4 1941. So incensed was its 'owner' that he took off and shot down two 109Es into Ramsgate Harbour then beat up Dunquerque airfield.' Most interesting material, which reminds us of one of our keenest enthusiasts whose loss was so tragic. But it also reminds me to make a plea — for a photograph of a 91 Squadron Spit XII. Someone, somewhere, surely has a shot of one of these long missing from all the photo files.

The biggest contributions so far have come from Ray Sturtivant and Reg Havers, enthusiasts with an interest in squadron codes spanning decades. Their comments have had to be shortened, and I have drawn up listing from their letters which concerned the series so far. But first, some general comments from Ray Sturtivant.

'AJ: An Oxford coded AJ-A was flown by a 1653 CU pilot at North Luffenham in September 1953. B3: An Oxford coded B3-A was flown at Wyton on September 2 1947 by a 15 Sqn pilot. B: Shackleton WG529 carried the code B-F with 206 Sqn in 1955 and with 269 Sqn in 1956-58. It later went to 204 Sqn, and it is possible that it carried the code B-F with that unit before receiving a T code. B: Venom WE356-B-X was with 5 Sqn, I believe, and not 14 Sqn. I disagree with the explanation of 1 AACU codes. 'A' Flt aircraft were coded A1-A, A1-B, etc and 'B' Flt B1-A, B1-B, etc. I have added considerably to my list of naval codes since they appeared in *Air Pictorial*, but there are many gaps and I would be pleased to

hear from any reader who can supply information on this subject (which lies beyond the current series). 800 Sqn is now known to have had code A6, not A7, and presumably used this code on Skuas.'

And now their combined observations on the series to date:

AA: one of their Lincolns was AA:A-RF389. AB: this unit was actually 1557 Radio Aids Training Flight. AF: in addition to Spitfires, a Magister 'AF' was seen over Dunmow on 20.5.43. AD: Halifax AD-P was recorded over Dunmow on 24.9.44. (A Coastal Command aircraft!) AG: Dakota AG-6:KG317 reported in June 1944. AJ: also carried by 356th Ftr Sqn, USAAF (354th Ftr Grp) on P-51s, eg AJ-T:43-12434. Squadron converted to P-47s in 11.44, eg AJ-O:42-26678, but reverted to P-51s in February 1945. AK: there seems little doubt that these letters were carried on Stirlings of 1657 CU and AK-B was R9192 in 1943. AI: according to Mr Sturtivant, used by 'C' Flt of 20 OTU which used the letters AI-A to AI-P. AN: used by 553rd Bomb Sqn, 386th Bomb Grp, B-26s, eg AN-R:41-31902. From at least 17.8.44 A-26 Invaders carried this code, eg AN-K:41-39202, but the B-26s were also carrying identical letters at this time. AP: the new 186 Sqn also carried this code on one Flight of its Lancasters, eg AP-K:RA570. It is also reliably reported as worn by USAAF C-47s, AP-Y being recorded on 22.4.44 and AP:43-30736 on 30.4.44. AR: reported as worn by Lysanders of 309 Sqn and dropped when the unit equipped with Mustangs but no confirmation has ever come to hand. AT: 60 OTU adopted this code when it reformed at High Erroll on May 17 1943, and its use continued after the unit became part of 13 OTU in March 1945. Recorded on Mosquito IIIs after this date. Loggings by Reg Havers included AT-34 and AT-38 in March and April 1944. A Mosquito logged by myself at this time was AT-14, the letters being yellow. AX: 107th Tac Recon Sqn of 67th Tac Recon Grp also operated F-6Bs, eg AX-T:43-6053. AX: 202 Squadron was still using this on Sunderlands as late as August 1942 as, for example, AX-R:W6002 and AX-T:DV958. The former was used by 202 Sqn from 30.6.42 and with them from Gibraltar from 17.7.42. It passed to 119 Sqn at Pembroke Dock on 29.9.42. The latter served with 202 Sqn 4.7.42 until 29.9.42. A6: carried by P-47s of 395th Ftr Sqn, 366th Ftr Grp, eg A6-M:42-28864. A7: carried by P-47s of 395th Ftr Sqn, 368th Ftr Grp, eg A7-R:42-29298. A8: carried by 391st Ftr Sqn, 366th Ftr Grp from 1.44, eg A8-R:42-29145. A9: carried by P-51s of 380th Ftr Sqn, 363rd Ftr Grp, from 2.44. In 9.44 Sqn was redesignated 160th Tac Recon Sqn, 363rd Tac Recon Grp, and codes were retained. P-51B A9-V:42-106485. 2A: carried by 669th Sqn, 416th Bomb Grp. Equipped with A-26 in November 1944. 9A: 858th Bomb Sqn, 492nd Bomb Grp.

B: used by Meteor NF.11s of 87 Sqn, eg B:U-WD796, from its re-formation on 1.1.52 until it adopted squadron colours. BB: confirmed as used by 226 OCU in 1948-49 on Vampires, eg BB-A:VF312, BB-C:TG432 and BB-E:TG303. BD: certainly used by 51 OTU on Blenheims of its No 3 Sqn at Twinwood Farm, a Mk I in use 3.4.41 being BD:V. BG: allotted to 660 Sqn by October 1945 and used on Auster IVs and Vs, eg BG:G. BK: Reg Havers recorded three Hurricanes wearing this code on

3.6.44 as BK:D, BK:J and BK:P, unit not known. BN: 359th Bomb Sqn, 303rd Bomb Grp, eg BN-T:41-24561. BP: used by 459 Sqn in the Middle East on Hudsons, eg BP-N:AM950, Venturas, eg BP-A:FP952, and Baltimores, eg BP-E:FA421. BV: Reg Havers recorded a UC-78 and L-5E Sentinel carrying this code in the Dunmow area on 12.6.44. BX: Ray Sturtivant says that the BX coded Austers did not exist, that BX-E was actually B-XE:TW510 of CBE. XE-A was TW442. BY: also used by Liberators of 59 Sqn at Waterbeach 1945-46, eg BY-D:KL650. BZ: this code may have been taken over by 86 OTU when it formed out of 82 OTU on June 15 1944. B3: carried by P-51s (not P-47s) of 381st Ftr Sqn, 363rd Ftr Grp from 12.43, eg B3-W:43-6425. B4: 387th Ftr Sqn, 365th Ftr Group, used on P-47s, eg B4-K:44-20145. B9: 1562 Met Flt used Spitfires in its brief second existence from 12.45 to 2.46, but no confirmation of the use of the code is known. IB: Ray Sturtivant believes 43 Grp CF actually used the code IB, and on PH661. 3B: 93rd Troop Carrier Sqn, 439th TCG, used C-47s. 6B: used by 599th Bomb Sqn, 397th Bomb Grp, on B-26s, eg 6B-A:42-96142. 7B: continued to be used by 5 Sqn up to 1951. 9B: 436th Ftr Sqn, 479th Ftr Grp, used on P-38J and later P-51D.

CM: 78th Troop Carrier Sqn, 435th TCG, used on C-47s and C-53s. CN: 73rd Troop Carrier Sqn, 434th TCG, used on C-47s. CU: 72nd Troop Carrier Sqn, 434th TCG, used on C-47s and 53s, eg CU-Q:43-15220. CV: 368th Ftr Sqn, 359th Ftr Grp, used on P-47 and 51s. CW: 76th Troop Carrier Sqn, 435th TCG, C-47s and 53s. C2: reported used on Oxfords of BCIS in 8.45, about six aircraft being in use. C2: 382nd Ftr Sqn, 363rd Ftr Grp, P-51s, eg C3-D:44-63811. 382 Sqn re-designated 162nd Tac Recon Sqn 9.44, used P-51s until 10.44 when it moved to the Provisional Recon Grp and adopted the code IX. C4: 388th Ftr Sqn, 365th Ftr Grp, P-47s. C5: 364th Ftr Sqn, 357th Ftr Grp, P-51s, eg C5-E:44-14507. IC: Station Flight Scampton — Anson VM393; IC-G in 9.50, and Oxfords LB401 and HN643 IC-A and IC-B respectively. 2C: 838th Bomb Sqn, 487th Bomb Grp, B-24s, eg 2C-J:44-6845. 3C: Lancasters of 1 LFS, eg R5500 3C-K. 4C: 444th Troop Carrier Sqn, 316th TCW, eg 4C-Z:43-15258. 5C: 671st Bomb Sqn, 416th Bomb Grp. Re-equipped with A-26 in 10.44. 7C: recorded on C-47s in 6.44, eg 7C-A, 7C-G, 7C-O. 8C: 100th Troop Carrier Sqn, 441st TCG.

DA: unconfirmed report that this was carried on Stirlings at 273 MU. DE: reported on P-47s seen 14.5.44 coded DE-I and DE-T. DJ: confirmed use on Lancasters of 15 Sqn, eg DJ-U:NG358 and DJ-M:NG489. DM: used on Mosquito VI of 248 Sqn, but the unit retained WR coding for a time as on WR-X:LR363. DN: unconfirmed report that Dakota DN-Y:KNS12 was of 575 Sqn. DP: confirmed use on Blenheims in August 1942. One seen was all black with red codes and 4-inch serials. DQ: 1402 Met Flt re-formed Langham 12.45 with Hurricane IIc, eg PZ754, 757, 799, etc, out of Hurricane Flt, 521 Sqn, and disbanded 5.46. DR: carried by 452nd Bomb Sqn, 322nd Bomb Grp, eg DR-A:42-107527. DR: used by Hurricane IIcs of 1697 ADLS Flt, later the ADLS Squadron at Northolt 1944-45.

And now over to you readers, for comments — additions — photos.

NEW kits and models

Board games

CHRISTMAS IS TRADITIONALLY the time when the dust is brushed off the old Monopoly set, and the family sits round in a vain attempt to combat the boredom of the interminable holiday television programmes by buying up Mayfair (or the Old Kent Road). So why not try something different for a change?

Two new games have just come our way from Canada, via Simulations Publications UK, of PO Box 46, Altrincham, Cheshire WA15 6PE. Called 'Quebec 1759' and 'The War of 1812', they are simple but colourful conflict simulation games which attempt to recreate the campaigns of their titles.

The game boards are attractively printed in full colour on stiff card, each portraying a different area of Canada. The actual playing pieces are solid, coloured, pieces of wood (not the usual cardboard), each depicting a military unit. Indians and ships are included as well as the basic Canadian, French and British armies. The boards are not very big so the games can be set up on a small side or coffee table, nor is playing time very long (one to two hours) so boredom does not get a chance to set in.

In both games, players set up their wooden counters facing towards them, so that their opponent does not know the strength (one to four points) of the unit facing him. These pieces are then moved according to very simple rules (which could easily be elaborated by those requiring more authenticity) and, when contact occurs, a battle takes place, casualties being based on the odds ratio plus a dice throw.

Both games are very attractively designed, easy to learn, and should prove an interesting diversion on Boxing Day. They are available for £4.95 each including postage and are highly recommended.

Cant Z 1007bis

THE ITALIAN FIRM of Supermodel has released another bomber kit which has recently arrived for review. This aircraft is the Cant Z 1007bis, the twin-finned version, following the single-finned configuration released some months ago.

The fuselage moulding is, as expected, identical to the earlier kit, the extreme tail being a

separate assembly which is added on as a complete unit after the fuselage sections are cemented together. Some filler is required around this joint to blend the two sections together neatly. The fuselage surface contains a minimum of raised panel detail, so the sanding of this joint does not remove anything of importance. The cabin floor doubles as the roof of the bomb-bay, two bombs being provided if one wishes to cement the doors in their optional open position.

Internal detail is limited to the instrument panels, control columns and tandem seats for the pilots. Humanoids, rarely used, but always included, are both pilots, bomb aimer and ventral gunner. Beam guns and the mid-upper turret are unmaned, so life on board must be pretty hectic under attack!

The three 14-cylinder engines are beautifully detailed and their workmanship deserves a better fate than being hidden in the depths of the cowlings with only the front seven cylinders visible. As with most Italian tri-motors, one engine has to revolve in the opposite direction to the other two, so be careful fitting the propellers!

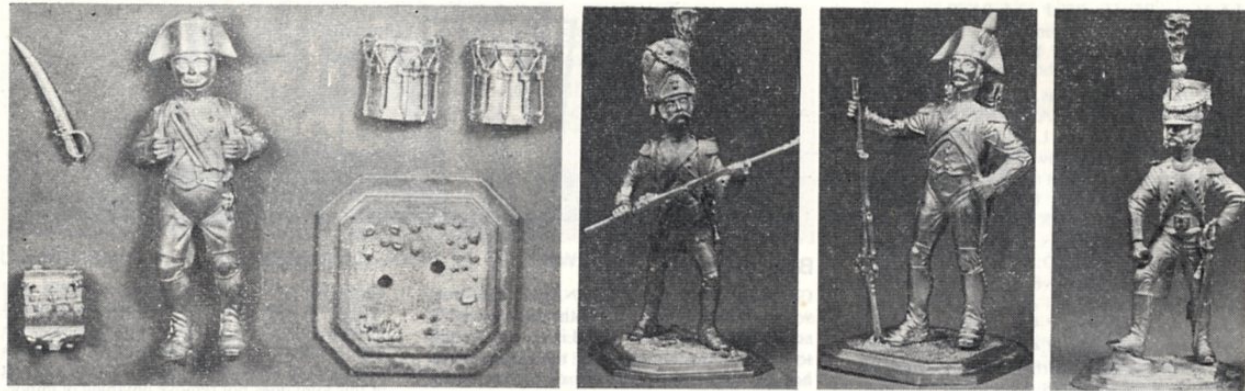
All the rear control surfaces have a realistically simulated fabric covering, the ailerons are separate items, cemented into position. The undercarriage is a complicated structure, and the mould makers deserve credit for reproducing this so realistically. In addition to the internal bomb-load, an asymmetric external load can be fitted to the moulded-in underwing racks.

The instruction sheet not only gives precise details of how to assemble the aircraft, but includes drawings of each part attached to its runner so enabling each piece to be quickly located. Apart from a description of the type, and a photograph, the sheet includes drawings showing positions of the decals for the two alternative finishes, the earlier Fascist symbols of aircraft '6' of 210 Sqn, or the post-war roundels of aircraft '5' of 240 Sqn.

An excellent model, which fully deserves the title of Supermodel! Price is £1.90.

The Supermodel Cant Z 1007bis.





Four of the new Ray Lamb figures. Left to right the drummer in kit form; grenadiers in tenue de combat and tenue de route; and new grenadier officer.

Revell: Corsair II

LATEST RELEASE IN Revell's rapidly expanding 1:32 scale aircraft range is a Fleet Air Arm Corsair II. Although containing only 60 pieces, the kit builds up into an accurate model of this potent fleet fighter, and is fairly simple to assemble, the only difficulties arising with the kit gimmick, the folding wings. Although working fairly well, with reasonable joints, the hinge pieces, being made almost scale, are very flimsy, and getting them aligned correctly is not easy. However, with care, the results are good.

The Pratt & Whitney engine is superbly modelled, and it is a great pity to hide all this detail under the cowling. The tail wheel leg can be hinged either up or down, but the location in either position is not very positive and, with the long overhang, some support is really needed to hold it down.

The instructions are clear, but the camouflage details are somewhat unusual, upper colours being given as battleship grey — and navy blue — with battleship grey undersides as well! It is to be hoped that interested modellers will know better and finish their model in a correct scheme of either dark sea grey with dark slate grey or grey green upper sides and sea grey medium or Sky Type S undersides. The transfers are reasonable but apparently have suffered from an economy drive, since the serials etc are roundel blue instead of black.

With care a good model can be made, and

value is excellent at £1.25, although we would like to have seen some bombs or long range tanks included.

New figures

Ray Lamb

WEEKS BEFORE THEY first appeared, the model soldier fraternity had been buzzing with speculation about a new range of large scale figures which were being designed by Ray Lamb, cast by Frank Hinchliffe, and to be marketed by Lyn Sangster. We have now seen the first three of these figures, and all that can really be said is that they live up to everybody's wildest imagination!

Cast in high-quality white metal to 75 mm scale, the first three figures depict a French Tambour de Fusiliers 1805-6, a Grenadier en tenue de route 1805-7, and a Grenadier en tenue de combat 1807. Each figure comes in separate parts which have to be assembled, and thanks in part to this the quality of the casting is quite exceptional. The detail and character incorporated in each figure is truly remarkable, and painted up (which we have not yet had time to do) any one of the figures should take pride of place in any collection.

The figures are quite expensive — £2.25 each plus 8p postage from Armour Accessories (Historex Agents), 3 Castle Street, Dover —

but this is amply justified when you examine the quality.

A further two figures are already under preparation and should be available soon (both French infantry of the same period), but there is still plenty for every model soldier enthusiast to be getting on with. Our final comment — how nice to see some quality figures of this early period rather than the inevitable 1815 Napoleonic. Congratulations to all concerned.

Miniature Figurines

SO VAST ARE the quantities of releases from Miniature Figurines that any hope of giving a comprehensive review in the space available is a forlorn one. Month by month they not only extend or remould their existing ranges, but persistently bring out more and more new ones.

Foremost among these, of course, is the Middle Earth range, the first figures of which were reviewed in our August issue. Since then a further 17 castings have been added, incorporating more elves, dwarves and hobbits, plus trolls, Rohirrim and mounted goblins. The larger additions consist of a Nazgul and a dragon, each coming in four parts, as well as an eagle and two Ents.

Of all these figures the dragon is undoubtedly the most splendid and, painted, would make a showpiece in itself. Going to the other extreme, many Tolkien readers will undoubtedly be disappointed with the Ents; however, we understand from Neville Dickinson that they and the Rohirrim are to be recast fairly soon. Middle Earth fans will be happy to know that another batch of 15 or so figures is being cut for this range and will be out shortly.

Continuing the fantasy theme, Minifigs have also released a 25 mm Centaur and figure of the god Pan (though quite what one is supposed to do with these on a wargames table is beyond us), plus the first castings in a new range of Outer Space Aliens. This includes robots, an anti-gravity flitter and various weird and wonderful beings armed with an assortment of ray guns and blasters. No doubt some enterprising wargamer will soon produce a set of rules incorporating fighting abilities and morale of Sirians, Aldebarans and so forth. How about some Lensmen, Neville?

Another new range is the 15 mm Ancients, sure to be popular with those who have adopted this new scale. To date there are 11 of the

Continued on page 246

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PRICES	28p	Postage on all decals:
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Please note that prices given in this advert. already include V.A.T.

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29. Nakajima Ki.84A/B Hayate	(Fortresses)

AERO PUBLICATIONS

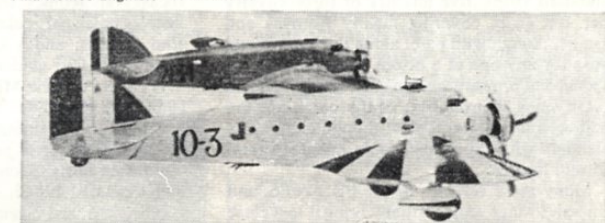
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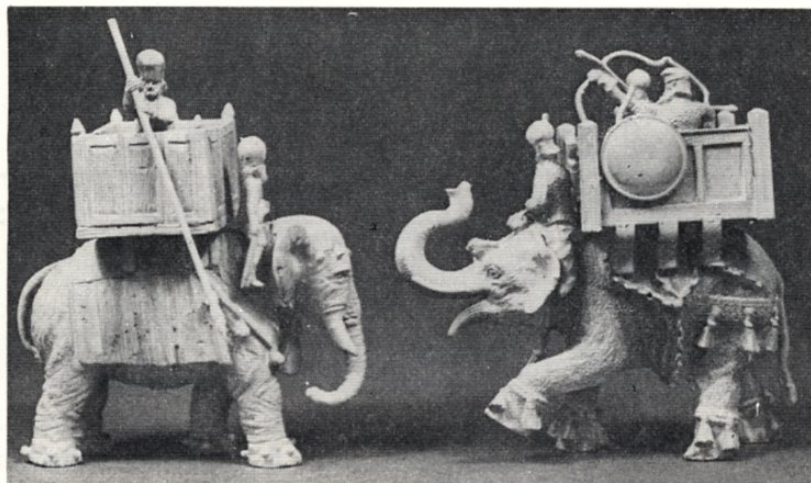
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The Sassanid war elephants from Minifig (left) and Hinchliffe. The Hinchliffe one comes in 15 parts and includes a howdah crew of three as well as the mahout; main criticisms are the somewhat odd skin texture of the elephant and the howdah tackle which is several hundred years ahead of its time. The Minifig one comes in seven parts, but has only a mahout for crew, the other figure being PE 224, Sassanid howdah spearman. This elephant is anatomically more convincing, but unfortunately there is no visible means of holding the howdah on his back. You pays your money, you takes your choice. Minifig elephant 75p; Hinchliffe £1.02. Below left Minifig ancients. L-r Gothic cavalryman; Frankish axeman; Blemye standard bearer; Frankish swordsman; Boadicea; Visigothic infantryman, and Vandal cavalryman.



they include mounted and foot figures; also new — a variety of recast Napoleonic personality figures, including Murat, Dorsenne, Napoleon etc; and two 54 mm figures — unidentified as yet — who look as though they could double for vintage car drivers or First World War airmen. More on these later.

Hinchliffe

WHILE ONE CAN only applaud the animation and character of the figures Peter Gilder designs for Hinchliffe, it is a shame he sometimes seems unable to work to a constant scale. The majority of Hinchliffe figures are over the 25 mm mark, but this would not be so distressing if it were a consistent fact. However, one only needs to look at some of the latest ancients to realise the discrepancies.

In the Viking range, the whole problem becomes only too apparent. Beautifully detailed figures as ever (despite the fact that the shield on the axeman's back appears to be defying the law of gravity!) it is disappointing to find that the swordsman and baresark are in the lofty realms of 27 mm while their fellow archer and axeman are a mere 25½ mm. The difference may sound minimal, but put the figures side by side and we are talking of David and Goliath!

Main criticism aside, it only remains to be said that the actual detail is of the usual high standard, with minimal flash, leaving little work to be done prior to painting. The figures received for review are extensions to already



Left new Hinchliffe Napoleonic: Russian Grenadier standard bearer; and Prussian Uhlan, Uhlan trumpeter and Uhlan officer.



Above new Hinchliffe ECW dragoon, officer, pikemen and musketeers.



Left ancients: L-r Achaemenian Persian; Byzantine crossbowman; Persian Immortal, and Gothic cavalryman.

existing ranges, largely Roman, Byzantine and Achaemenian Persians. The Byzantine crossbowman illustrated is an unusual and particularly fine figure, as is the Persian heavy cavalryman in crested helmet.

One of the equipment groups received is contemporary with the last figure, being King Darius on his throne with three Immortal attendants including the Royal Umbrella Bearer. Coming in 12 pieces including a throne dais, this group constitutes what must be one of the most delightful and atmospheric mini-dioramas ever, even though Darius himself suffers from being a little overscale.

Away from the Ancients, we have also received the first selection of figures from Hinchliffe's new English Civil War range. Here the problems of consistent scale appear to have been overcome, and we can safely say that these figures represent some of the finest Peter Gilder has yet designed. The range to date includes pikemen and musketeers in two different positions, and wearing either a soft plumed

hat or a helmet, two foot officers, two guns and four artillery crew figures, light cavalry, Ironsides, dragoons and cuirassiers. The two guns are exquisite testaments to Frank Hinchliffe's skill, and represent a 60lb Cannon Royal and a little 2.5lb Falcon.

Future additions to the range will include drummers, standard bearers, personality figures (the first two being Fairfax and Rupert) and two more guns.

Detail on the figures is superb, and there is tremendous character in the faces, while the undercuts, as we have said before, have to be seen to be believed.

Further Hinchliffe figures due for release by Christmas include 12 Indian Mutiny figures, ACW artillerymen, Bavarian and Brunswick Napoleonic artillerymen, Brunswick Uhlans, Prussian Lieb Hussars, personality figures of Jeb Stuart, Stonewall Jackson, General Nansouty and General Lasalle, and others.

Continued on page 248



Variations on a theme from Helmet (see next page): three 54 mm French hussars in varying dress.

Soldier News

By Roger L. Comber

WITH CHRISTMAS APPROACHING, it is not surprising to find that many manufacturers are introducing new lines, and perhaps the most interesting of these to date are the new 1:300 scale Napoleonic troops from Heroics. I know that such figures are not new to the soldier market, but figures of this quality in such a small scale have never been seen before, for these are individually cast figures, not group blocks like those with which we are already familiar. I remain confident that these superb models represent the start of a new era of Napoleonic wargaming.

Eight packs are already available, with more to follow in the near future. British and French infantry come 50 to the pack, with a standard-bearer as an added bonus. The cavalry comprises French Guard Lancers and British Dragoons, though the latter would be indistinguishable from the similar French troops prior to painting. There are twenty cavalymen in each pack. For the general of artillery, there are British Royal Artillery and French Artillerie a Pied, each pack containing six guns with a five man crew for each. Limbers and teams will be available in separate packs in future releases. Lastly, the light infantry on which the best laid plans depend. These are British Riflemen and French Tirailleurs, and each pack contains figures in two positions.

Along with all other Heroics sets now, these come in packs costing 50p each. These new packs contain three or four times as much as the older style, but have the same reference numbers. I would mention in passing that the B vehicles not already released have been held over until the early part of next year, along with the Kubelwagen which has been temporarily withdrawn. SOLDIERS will welcome private and trade orders and enquiries.

On to bigger things, and the means to make them. I refer, albeit somewhat obscurely, to the range of moulds from Ab Jan Edman of Sweden. These are moulds for 30 mm round figures, which are to the best of my knowledge available only from a very few shops. The ones that I saw came from SOLDIERS, and were of Second World War and Thirty Years War figures, including cavalry and standard-bearers. Complete sets of moulding equipment are also available, which include ladles, moulds, clips and some metal. These make an unusual and interesting Christmas present. How about it?

Setting Up A Wargames Campaign is a very informative title of a very informative book. Tony Bath is the author of this continuing saga from the Wargames Research Group, and has tackled a difficult problem in a most readable and useful work which retails at £1.60 from SOLDIERS. Although concentrating on the Ancient period, if I may be allowed such a generalisation, Tony includes chapters setting out the problems and advantages of campaigning in most of the popular periods, and applying his basic principles for rules to them.

Please remember that postal customers should allow extra for postage. Don't disappoint yourself, and ensure that you send enough.

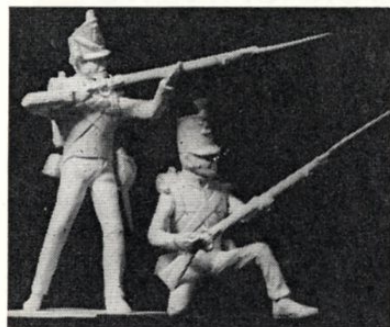
Happy Christmas, from SOLDIERS, 36 Kennington Road, London SE1. □

standard strips, five infantry or three cavalry per 10p strip, covering mainly Romans and Gauls, though with paint alone the latter could pass for any one of a dozen different nations. Detail and proportions are quite remarkable on these small figures; best of the batch are the half-armoured cataphracts, though all are of a standard which surpasses some manufacturers' 25 mm figures.

Many more releases in the PB Armies and Enemies range must virtually bring it to a close (for the time being). Included in the recent additions are Franks, Goths, Palmyrans and Blemyes, interspersed with outstanding Gauls, Britons and Picts.

Some of the nicest figures are the Vandal cavalryman (PBC 200), Palmyran archer (PB 202) and Blemye standard bearer (PB 215). The Roman standard bearer (PB 116) is a particularly novel figure, with a selection of five standards at 2½p a time to slot into his hands. Worthy of special note are the personality figures now being issued for this range, including such notables as Caesar (PBP 16), Caratacus (PBP 10) and Boadicea (PBP 11). Nine figures are so far available, though when time permits it is Minifigs' intention to cover most of the other famous generals of the period, such as Belisarius and Attila the Hun.

Further releases include a large number of



Helmet figures

HELMET PRODUCTS, Betchworth, Surrey, have just released two new kits depicting French Napoleonic Hussars in 54 mm scale.

The first enables you to build a figure wearing Dolman and Hungarian breeches, with separate shoulder-slung pelisse and two alternative heads wearing a bell-topped shako and a fur colpack busby.

The second enables you to make a figure wearing pelisse and overall trousers with tall cylindrical shako. Obviously, components from the two kits can be swapped almost endlessly, and with different uniform colours for campaign and parade dress, over 100 different models could be built from these two kits with a minimum amount of work.

The detail appears to be accurate within the scale limitations and, as our illustration shows, two different horses are also available. Six different hussar uniforms are shown on the colour painting guide.

Also new from Helmet are British and Dutch-Belgian infantry figure kits, in 54 mm scale. Each kit consists of two figures, one standing and one kneeling, with separate haversacks, packs etc, and a whole cluster of arms so that the figures can be assembled in many different poses as illustrated above.

The British infantry figures come with a choice of heads, wearing the so-called 'Belgic' shako or the taller light infantry shako, while the Dutch-Belgian figures are virtually the same as the British except for the curious double-peaked shakos worn by the Dutch.

No details of prices were available at the time we received these figures, but details are available from Helmet Products.

Russian infantry

LATEST SET OF 1:35 scale figures from Tamiya consists of four Soviet infantry figures in summer campaign dress with optional helmets or field caps and a positive armoury of PPSL smgs, Tokarev rifles and light machine-gun to boot. The positions are beautifully studied and executed, while the box artwork is first class. Cross-breeding with one of the German infantry sets would produce greatcoated figures as well. The only real omission is a figure wearing the traditional fur hat, but possibly this will be included in a later set of figures wearing winter dress? Nevertheless, this set is a very good purchase at 33p. Importers are Richard Kohnstam Ltd, 13-15a High Street, Hemel Hempstead, Herts.

Cards and calendar

RECEIVED JUST IN time to catch this issue from the Railway Shop, Talylllyn Railway Co, Wharf Station, Towyn, Merioneth, are three sets of Christmas cards and a 1974 calendar. Railway enthusiasts will like these cards and they are a good buy: set No 1 shows the Talylllyn track with wagons covered in snow, and costs 60p for 12 cards and envelopes; No 2 is a humorous representation of Father Christmas on the footplate of No 1 Talylllyn, and costs 50p per dozen; while No 3 is a set of ten cards, showing two different winter scenes on the railway, at 30p a packet. The calendar contains 12 views of the railway and surrounding district in full colour and is very good value at 35p. All prices are post free.

British Airways decals

TRANSFERS ARE USUALLY associated with national symbols and markings that are very difficult to hand-paint, to use them as a substitute for paint to cover large areas seems a pointless, and doomed-to-failure exercise.

The three latest sheets to reach us from Argyle Models are for 1:144 scale airliners and depict the latest colour scheme for British Airways aircraft. The three sheets, cover the Airfix Trident and VC10 (sht 57), the Boeing 707 and BAC 111 (sht 58) and the Boeing 747 (sht 59). Although well produced by Clark-Carpenter Associates, it is felt that the sheets may have rather limited appeal, although the ranks of the civil aviation enthusiasts are growing daily.

Each sheet consists of fin/rudder markings, civil registration letters, the airline logo and name, plus two or four shaped areas to cover the whole of the bottom fuselages in the new dark blue colour.

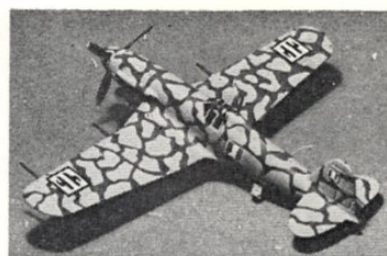
Whilst the fin markings etc are useful the biggest problem is with the solid sheets of colour. To try to get these to line-up on the curvature of the fuselage without any wrinkles, as well as getting each portion to join in a straight line, is a job that even the dedicated enthusiast will soon tire of. Most modellers will much prefer to invest in three tins of paint to mix the correct colour rather than wrestle with these sheets, and with each one costing 36½p, will find paint a much cheaper and more efficient way of tackling the new colour scheme.

No doubt airliner fanatics will welcome the sheets for the logo, registrations and airline name, but one cannot help but comment that if the manufacturers had limited the sheets to just these, they would have been able to reduce the price and enjoyed greater sales.

Fiat G 55S

A SECOND KIT released under the Super-model label, is, in fact, a modified version of the first kit ever released by Italaerei, the Fiat G 55S, or 'Silurante', the torpedo carrying version of this fighter. Whether this version will make the grade, in view of its better known predecessor, and the fact that Frog have now also added it to their range, remains to be seen.

Outward appearance has been changed by replacing it by a smaller unit under each wing root behind the undercarriage wells, leaving the centre-line free for the torpedo shackles. To achieve adequate ground clearance for take-off, the tailwheel leg was extended in the same



manner as on the Focke-Wulf Fw 190A-5/U15. The fuselage sections assemble quite simply, cockpit detail comprising only a rudimentary seat and pilot. Wing assembly looks alarmingly complicated, the assembly drawing trying to convey too much information on one drawing. All joints require filling but again raised panel detail is commendably light and not over-extensive.

Details are given for two examples, the first for a machine which served with the Aeronautica della RSI after the Armistice, in a two toned mottle green finish over-painted with large sand blotches, and a post-war survivor in an all-silver finish from an unspecified training school. With the reservations stated, a good kit, even at 59p.

Uniform slides

A NEW VENTURE of which we have recently received news is the production of various sets of 35 mm colour slides depicting military uniforms. These can be enlarged through a projector or slide viewer for greater clarity.

Although this is a worthwhile venture, and the slides themselves are of excellent quality, we have two reservations: first, the choice of subject is very limited — the first five sets deal exclusively with London area volunteer uniforms circa 1800; and second, most military modellers will certainly prefer the convenience of a printed illustration rather than having to fiddle around with electronic gadgetry before being able to see the uniform details.

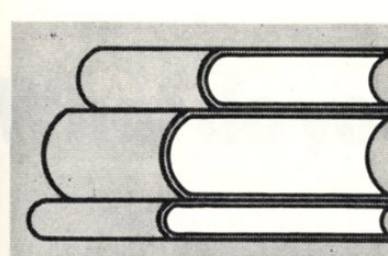
However, for anyone with a specific interest in this aspect of military history they will undoubtedly be more than useful.

Price of the slides is £2 a set (12 slides), including postage. A full list is available from Military & General Prints, 320 Malden Road, New Malden, Surrey.

1:35 motor cycles

THERE WILL BE few military modellers who are not yet familiar with the excellent little replicas of German service motor cycles in 1:35 scale from Tamiya, but up to now they have been in separate kits. Tamiya have been very wise to put them into one box, as there must be many who would like to include a Zundapp KS750 in a diorama but are put off by having to buy an '88 as well, so here it is along with a BMW R75 without the sidecar of the earlier kit. There are no significant changes to the moulding of either bike, and the exhaust pipe to the silencer is still missing on both, but two seated figures are included along with sidearms (Kar98ks) and binoculars. Transfers for three machines are included along with helmet decals. We can see these little machines appearing on many future model layouts and dioramas, and Tamiya are to be congratulated on their enterprise. Price of the set is 75p.

AIRFIX magazine



books for modellers

Aviation

Aircraft 1974, edited by John W. R. Taylor. Ian Allan Limited, Terminal House, Shepperton, Middx. Price £2.50.

IT SEEMS ONLY a few weeks since we reviewed *Aircraft 1973*, which is a good indication of how these Ian Allan annuals keep up to date with the latest developments in aviation and the aerospace industry.

The latest edition, produced to the same format as last year's book, contains a selection of articles on widely varying subjects by an equally varied selection of well-known authors, including John Bushby, Leslie Hunt, Kenneth Munson and Bruce Robertson.

As in previous books *Aircraft 1974* includes a review of significant events and developments in the aviation scene over the last 12 months, providing a valuable reference guide to anyone who begins collecting the series.

Other articles include a remarkable feature entitled 'The Longest Journey', by Maurice Allward, which begins rather like the introduction to *Star Trek* — 'boldly going where no spacecraft should, all being well, fetch up around the star Aldebaran in two million years time! By that time the human race will probably be extinct or mutated beyond recognition, but the craft carries a plaque indicating our solar system and galactic location, plus drawings of a man and women, to excite Aldebaranian scientists.

Coming closer to home, the book includes a study of the aerospace industry after the Vietnam war, an article on the use of decoy aircraft on wartime fields, the story of the Confederate Air Force, the story of helicopter rescue work in Vietnam, Skyvan operations in Oman, the Farnbridge flying ground, a description of competing designs for the next generation of military aircraft, the Harry Ferguson story, Malta air base, arctic research and flight simulation.

Each feature is profusely illustrated with black and white photos and drawings, while there are also several pages of full-colour photos. All in all, as ever, this book is a bargain for all aviation enthusiasts.

Lincolnshire Air War 1939-1945, by S. Finn. Aero Litho Co (Lincoln) Ltd. Price £1.80.

JOURNALIST AND AVIATION enthusiast Sid Finn has spent some two years researching the part played by Lincolnshire, the 'Bomber County', during the Second World War, and this book is the fascinating result.

Lincolnshire has long played a part in RAF history and in fact still continues to do so with Cranwell as the training centre and bomber bases still at Waddington and Scampton and Phantoms at Coningsby. Incidentally, a flyable

Lancaster is still to be found based at Waddington.

Sid Finn's book really tells a sad tale, being primarily concerned with the crashes and accidents in the County showing just what a terrible price was paid by the aircrews and the residents around the many bases. It tells of the Poles who wouldn't waste bombs by jettisoning in the North Sea and died as a result trying to get back with a heavy and often crippled aircraft. Of the overloaded aircraft failing to get off the ground, the sneak raiders who crept in on the tails of returning squadrons, the busy Observer Corps and the salvage teams working in mud, woods or the sea trying to get back the bits to keep others flying.

Of course it has its lighter side with many a droll tale of wartime experiences. Well illustrated with some original photographs this book should be read not only by the generation who remember those days but by those born since so that they shall know of the sacrifice made in just one County. Obtainable from aviation bookshops or direct by post (add 10p postage) from Miss J. M. Draper, 141 Hawton Road, Newark, Notts.

Luftwaffe Camouflage and Markings Vol 1, by Kenneth Merrick. Kookaburra Technical Publications, 81 Potter Street, Dandenong 3175, Victoria, Australia. Price £6 post free.

THE SEEMINGLY INSATIABLE appetite of Luftwaffe devotees will be tempted by the latest morsel to come from the Australian publishers, Kookaburra, which is the first of a proposed three-volume work on Luftwaffe camouflage and markings written by Kenneth Merrick.

Over a ten year period the author has toured the world collecting information for this book which covers the 1935-1945 period, and has endeavoured to put right some of the popular misconceptions that have been perpetuated about this subject.

Profusely illustrated with line drawings by the author, and 24 colour plates by Geoffrey Pentland, the book sets out in a readable way to describe the various schemes used by the Luftwaffe. A considerable accent is placed on the pre-war and early war periods which have tended to be rather overlooked by similar books on the same subject. Sizes and patterns of national markings as well as camouflage layout drawings help to give a visual understanding of what could have been a hard subject if left simply to text, and a fine selection of photographs also go a long way to enhance the value of the work.

Many of the points covered have also been well documented in the Karl Ries works and this fact is duly acknowledged, although Mr Merrick does point out that he disagrees with the German author on some significant points.

At the present time there are no distributors within the UK for Kookaburra books but they

can be obtained direct from the publisher in Australia at the above address. £6 is a special pre-publication offer so if you are a Luftwaffe enthusiast get your order in quickly — the cost will certainly go up later.

Wings of War — An airman's story of the last year of World War I, by Rudolph Stark. Arms & Armour Press, Lionel Leventhal Limited, 2-6 Hampstead High Street, London, NW3 1PR. Price £2.60.

THIS IS ONE of the classic books of First World War air fighting, first published by John Hamilton in 1933. The author gives his poignant story of his year 1918, starting with training at German Fighter School in Saultain followed by his service at the front, chiefly in Jasta 35 which he commanded.

His story is one of success and despair. It covers the great offensive of 1918 when it seemed the Germans would roll the British back to the Channel, followed by the Allied recovery and the desperate plight of German squadrons short of fuel and spares, punctuated by isolated successes. The author flew Fokker DVIIs, a favourite modelling subject.

This reprinting contains all the original photos and paintings of the original book which was, relatively, much dearer. Incomes have risen well over ten times the 1933 rates when the book was published at 8/6d ie 42½p in similar good quality binding and stiff covers.

The book was translated into English by Claud W. Sykes and either he or the author is responsible throughout for referring to the British as the English!

Military

AFV Profile No 54, Japanese Combat Cars, Light Tanks and Tankettes, by Lt General Tomio Hara, IJA, Retd. Profile Publications Ltd, Coburg House, Sheet Street, Windsor, Berks. Price 40p.

THE JAPANESE AFV scene is a complex one to newcomers and this Profile on the vehicles at the lighter end of the scale will go a long way to explaining some of the details. Japanese light tanks and tankettes featured in many of the land campaigns in China and SE Asia so this book is welcome in explaining the technical details and background of this prolific family. The illustrations ably back up the text which reads a bit oddly in places, no doubt due to translation difficulties. Modellers will find a great deal of scope for new modelling ideas and AFV historians find this book most useful. A welcome addition to the Profile range.

Cuirassiers and Heavy Cavalry, by D. S. V. Fosten. Almark Publishing Ltd, 49 Malden Way, New Malden, Surrey. Price £2.

DON FOSTEN'S NEW book on the German heavy cavalry regiments of 1900-1914 is a specialised publication on a highly specialised subject, so the amount of detail he has managed to incorporate is especially remarkable.

A great deal has been published on the British army of this period, but relatively little (in English anyway) on the German army, and Almark are to be congratulated on helping to fill this gap. One can only hope that there is sufficient interest in this limited subject to justify their confidence.

The book's 136 pages, profusely illustrated with detailed black and white drawings showing specific items of dress down to buttons and

different types of sword knot, together with many contemporary photographs and a number of full-colour uniform drawings, are a tremendous achievement. How long it has taken Mr Fosten to gather the information is not a subject on which we would care to speculate, but it is impossible to find anything which has been left out!

The book covers the formation, strengths, ranks, uniforms, equipment, pennants and standards, helmets, horse furniture, gorgets, swords, musical instruments and, in fact, everything anyone could ask on what was perhaps the world's most potent cavalry force ever. For model soldier enthusiasts, militaria collectors, wargamers or anyone with an interest in the period the book is an unqualified 'must'. Being on such a specialised subject, however, the print run was probably limited, so we would advise anyone with an interest to order a copy as soon as possible.

German Anti-tank Guns 1939-45, by T. J. Gander. Almark Publications, 49 Malden Way, New Malden, Surrey. Price 95p.

THERE HAS LONG been a need for a concise, low-priced handbook on German anti-tank weapons, and Terry Gander's new book goes a long way towards filling this gap.

The author is a recognised authority on German weapons, and his short but lucid text will be welcomed by wargamers seeking an easy-reference source as well as by newcomers to the mysteries of anti-tank weaponry who are looking for a good primer. Photographic coverage is excellent, although the many US Official drawings have appeared in print often before. Unfortunately there are only three sets of 1:76 scale plans which limits the book's usefulness to modellers, although of course the many detail photos are always useful.

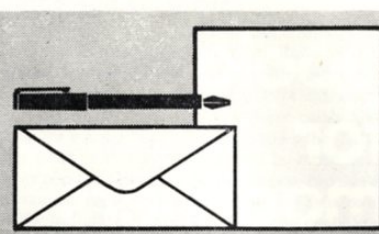
A number of small errors have crept into the text, apparently due to the author's corrections not having been incorporated by the publishers, while Mr Gander informs us that he wishes to be totally disassociated from the section on the '88 which, he says, bears little resemblance to his original text.

All in all a mixed bag but at only 95p a useful purchase for the photos alone.

AFV/Weapons Profile No 60, Russian Armoured Cars (to 1945), by John Milsom. Profile Publications Ltd, Coburg House, Sheet Street, Windsor, Berks. Price 45p.

THE AUTHOR of this interesting Profile is well qualified to write on the difficult subject of Russian wheeled AFVs as he has researched the topic for many years and has become one of the recognised authorities on the little-known early vehicles used by the USSR.

This Profile is a good introduction to the many and varied armoured cars produced up to the beginning of, and including, the Second World War. The variety of cars used is quite large and each is described along with a data table where possible. There are plenty of interesting photographs which will provide some new ideas for scratch building such exotic vehicles as the Austin-Putilov half-track (there is an excellent colour drawing to back the photos up), the Putilov-Garford, and the early BA series. It will be a most useful addition to any library and is well recommended, even at the new price of 45p. A second part to bring the story up to date is in preparation.



letters to the editor

IPMS National Championships

THE INTERNATIONAL Plastic Modellers' Society National Championships are to be held this year at the Royal Air Force Museum, Hendon, on Saturday, December 8. The event is open to members and their guests only and admission to the display and buffet will be by ticket only. However, the models that are to be judged will be on general display in the museum during the afternoon, thus enabling those who are not IPMS members to see the standards set by the society, as well as a chance to find out more about the advantages of membership from officials who will be present.

The RAF Museum will, of course, be open to the general public in the normal way but when it closes only those members holding tickets for the IPMS function will be allowed to stay.

Models on display will cover every subject covered by plastic kits and will have reached the National Finals via country-wide branch eliminators.

Bryan Philpott,
IPMS Press Relations Officer.

More 18/25 pdr details

I WAS INTERESTED to read Terry Gander's article on the 18/25 pdr in the May issue. I have recently completed a model of this gun myself

Contributions

Letters to the editor selected for publication entitle the senders to each receive a free Airfix plastic construction kit, and the publication of photographs from readers is similarly rewarded. Airfix Products Ltd award the kits on the following scale:

ONE letter or photograph published is rewarded by any kit from Series 1-6 inclusive. For TWO letters or photographs any one kit up to and including Series 9 can be chosen, or alternatively two kits up to Series 6. For THREE contributions the entitlement is one kit up to Series 12 or three kits up to Series 6. Readers can make their choice on the special form which we send out after publication. The kits are supplied direct by Airfix Products Ltd.

Letters to the editor should be addressed to: the Editor, *Airfix Magazine*, Bar Hill, Cambridge, CB3 8EL. If a reply is wanted, a stamped addressed envelope (or International Reply Coupon) should be enclosed. All photographs submitted for consideration should be clearly labelled with the sender's name and address on the back of each.

Please note that while every effort is made to answer simple queries, *Airfix Magazine* is not a reference library, and complicated research cannot be undertaken for readers.

Opinions expressed by correspondents on this page are their own and do not necessarily reflect the views of the Editor or Airfix Products Ltd.

based on a study of the gun manual as well as a wide variety of contemporary photographs.

My reason for writing is to point out certain errors in Mr Gander's article, which result from his reliance on the John Church plans. I've been using John's plans of soft-skinned vehicles for years and they are always excellent, but somehow he seems to have slipped up with his 18/25 pdr.

My main quarrel with the model is the suspension. When the carriage was modified to the 25 pdr configuration, the whole suspension was revised. The new system involved a buffer ahead of the axle and a torque bar behind it, under the carriage. The axle was linked to these



by various connecting levers. The sketch should show how these are arranged. The buffer, incidentally, is the coiled-spring shaped cylinder visible behind the tyre in the upper photo on page 476 of the article.

Another minor point is that the breech of the gun is not a distinct collar as Mr Gander shows it, but a 'swelling' of the barrel to the wider diameter.

An alternative tractor to the Light Dragon shown under construction in the article would be the Guy 'Quad Ant' 4x4 artillery tractor, for which an excellent John Church plan is available.

There are, incidentally, two shields on the gun. The outer shield is more or less as shown in Mr Gander's Fig B, but there is a smaller, inner, shield which moved with the barrel. This is evident in all three photos on page 476 as well



as that of my own model, and it is to this shield that the dial sight box is attached. The outer shield has a rectangular sight aperture in the top left-hand corner and is shown open in the lower photo on page 476.

Gordon McLaughlin, York.

Continued on page 252

No.4

What do you know about the police?

1. Are police cars allowed to exceed the speed limits?



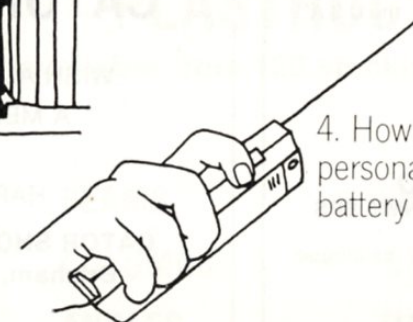
2. Do policemen who stand outside No.10 Downing Street come from a specialised branch of the police force?



3. What does a blue band round a police cap denote?



4. How long does a personal radio battery last?



5. Would you ever see a policeman dressed like this?



This is the fourth in a series depicting the background, present-day working and development of Britain's police. If you missed any previous ones and would like copies, or would like further information about the police, please write to: Police Quiz, Dept 471, Home Office, London SW1A 2AP.

1. Yes, in an emergency.
2. No, it's a normal part of police work.
3. The wearer, aged 16-18 is a cadet.
4. Approximately 1 year—they are, of course, rechargeable.
5. Yes, a number of police forces have underwater search units.

ANSWERS

Continued from page 250

Signal flag container

MANY THANKS TO all the readers who have written in regarding the mysterious tube-shaped container on the rear of the Matilda turret in Terry Gander's article in our September issue, including T. P. Symon, N. Gudde, Geof Watson and Martin Woodhall. The container, as all point out, is for stowing signal flags. Ed.

Officers wanted

THE 13TH 'City of London' Cadet Company. The Royal Green Jackets, are urgently looking for at least two potential officers or Adult Instructors. Previous military experience is an

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57 Squadron

A REQUEST FOR information from one of our readers: can anyone help? I would like to find out what I can about No 57 Sqn, particularly for the period 1942-43, including the squadron locations, activities, etc, during this time, and if any books were ever published about 57 Sqn. All information gratefully received, postage etc refunded. Please contact Mr G. Ewing, 7 Lyham Close, Prison Quarters, Brixton, London SW2.

Sunderland aground

I THOUGHT YOU might be interested to know the background to Mr Pearce's photograph of the Short Sunderland III, PP122, aground in the Channel Islands.

On September 15 1954, this aircraft was being flown to Guernsey by the Commanding Officer of No 201 Sqn. On board was the Coastal Command soccer team who were to play the island team in a friendly match.

As the aircraft landed on the sea, it struck a submerged rock. The aircraft captain taxied into the harbour at St Peter Port and anchored. Subsequently the aircraft sank at its moorings, and was eventually beached as shown in the June edition of *Airfix Magazine*.

G. R. Sunderland, Booker, Bucks.

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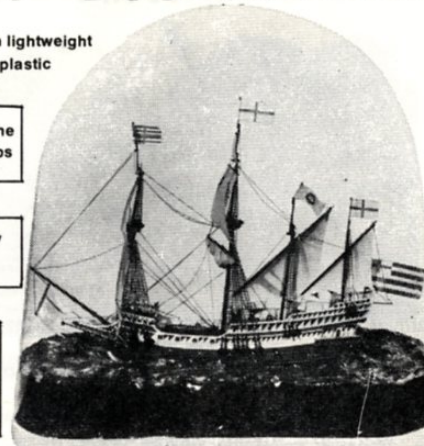
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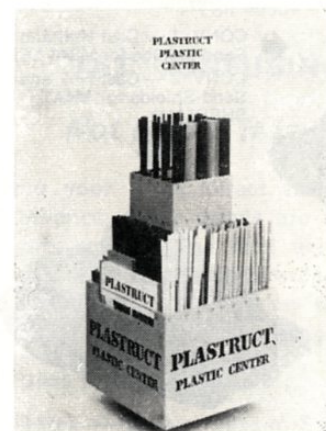
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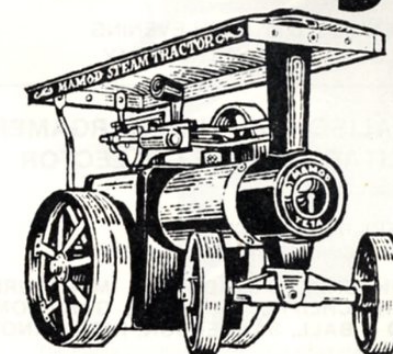
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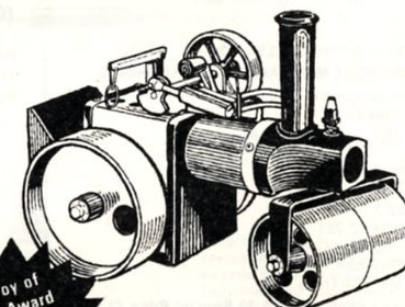
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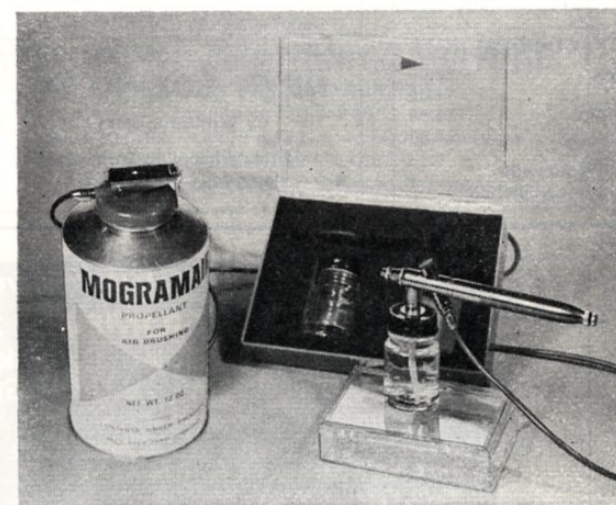
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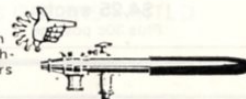
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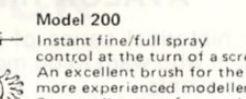
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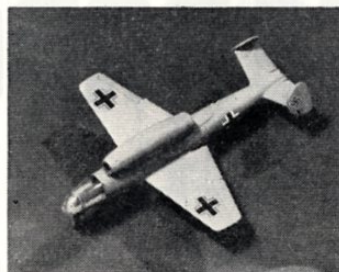
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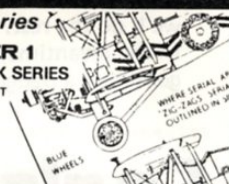
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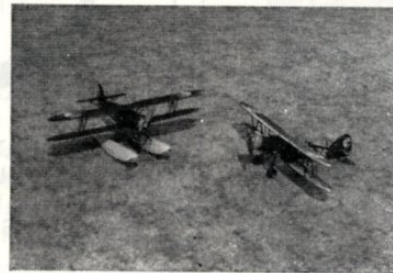
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